

GRAIN DEALERS JOURNAL

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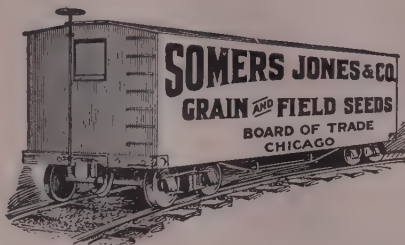
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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, IND.

Mercer, Frazier & Holloway, field seeds & grain.

NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

NEW ORLEANS, LA.

Steele C., The, J. H. W., fr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Schwartz & Co., Inc., B. F., grain commission.

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Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.*

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Grain Exchange Members.

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Beall Com's'n Co., receivers & shippers.
Blanchard-Niswonger Co., recvrs. & shprs.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.
Merriam Commission Co., consignments.*
Oline Grain Co., consignments.
Omaha Elevator Co., receivers, shippers.*
Palling Grain Co., consignments.
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Welsh Grain Co., grain, hay consignments.

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Board of Trade Members.

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Cole Grain Co., Geo. W., grain com. mchts.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Smith-Hamilton Grain Co., brokerage.
Tynge, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Etl., flour, grain, feed.*
Graft & Son, L. G., receivers and exporters.*
Lemont & Son, E. K., hay, grain, millfeed.

PHILADELPHIA,—Continued.

Miller & Sons, L. F., grain, seeds, hay.*

Richardson Bros., grain, flour, millfeeds.*

Richardson, Geo. M., grain and feeds.*

Stites, A. Judson, grain and millfeed.*

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

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Geldel & Leubin, grain and hay.

Hardman & Heck, grain, hay and millfeed.*

Heck & Co., W. F., grain, hay and millfeed.*

Herb Bros. & Martin, grain and hay.

McCague, R. S., grain, hay.

Smith & Co., J. W., grain, hay.*

Stewart, D. G., grain, hay, feed.

Walton Co., Samuel, grain and hay.*

PLAINVIEW, TEX.

Cobb Grain Co., grain merchants.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Adams Grain & Prov. Co., seeds, grain, feed, hay.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

SPRINGFIELD, ILL.

Conover Grain Co., E. B., cash grain and futures.*

ST. JOSEPH, MO.

Aunt Jemima Mills Co., hominy feed.
Brunswig Grain Co., A. J., receivers & expts.
Elwood Grain Co., brokers & shippers wheat, corn.*
Gordon Comm. Co., T. P., grain dir. and broker.*
St. Joseph Hay & Feed Co., gr. & hay dirs.*
St. Joseph Public Elevtr. Co., public storage.

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Goffe & Carlsner Co., grain commission.*

Graham & Martin Grain Co., grain commission.*

Hunter Grain Co., grain commission.*

Marshall Hall Grain Co., grain com.*

ST. LOUIS—Continued.

Jones-Wise Com. Co., grain, hay and seeds.*

Langenberg Bros. Grain Co., grain commission.*

Morton & Co., grain, hay and seeds.*

Mullally Com. Co., Martin, consignments.*

Nanson Commission Co., grain commission.*

Picker & Beardsley Com. Co., grain & grass seed.*

Connor Grain Co., receivers-shippers grain.*

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Kuhn & Co., Paul, receivers and shippers.*

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Produce Exchange Members.

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King & Co., C. A., grain and seeds.

Morehouse & Co., W. H., grain and seeds.

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Rundell & Co., W. A., grain and seeds.*

Southworth & Co., grain and seeds.*

Wickenhiser & Co., John, grain recvrs., shippers.

Young Grain Co., consignments, futures.

Zahn & Co., J. E., grain, seeds.*

TOPEKA, KANS.

Cardwell Grain Co., M. W., corn & oats specialist.

Derby Grain Co., grain dealers.

WICHITA, KANS.

Board of Trade Members.

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Brooks-Bedell Grain Co., grain merchants.

Bruce Bros., Grain Co., consignments.

Harold Grain Co., J. E., milling wheat.*

Imboden Milling Co., receivers & shippers.

Kansas Flour Mills Co., The, expts., consign'ts.*

Kansas Milling Co., The, millers and grain dealers.

Kelly Grain Co., Edward, consignments.*

Kemper Grain Co., The, receivers and shippers.*

Marshall Hall Grain Co., exporters.

Norris Grain Co., The Exporters.*

Roaben Grain Co., E. E., grain, flour, mill feed.*

Strong Grain & Coal Co., B., grain & coal.*

Wallingford Bros., corn, wheat, oats.*

Williamson Grain Co., grain commission.*

Woodside Smith Grain Co., receivers & shippers.

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JOHN T. FAHEY & CO.
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Grain Receivers and Shippers
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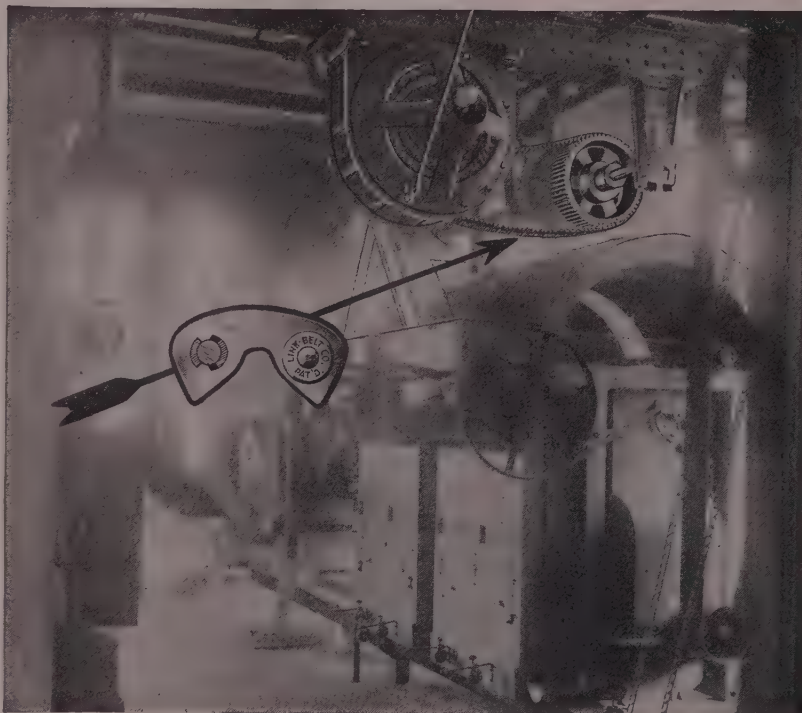
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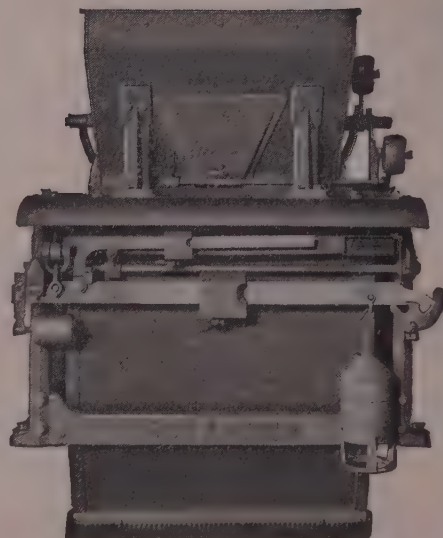
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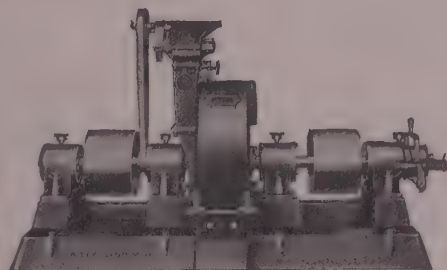
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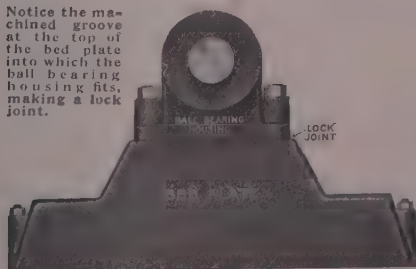
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The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

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Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

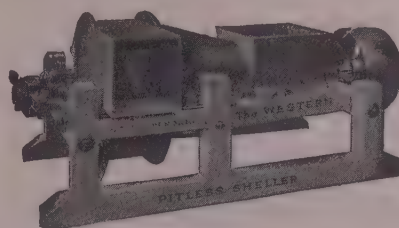
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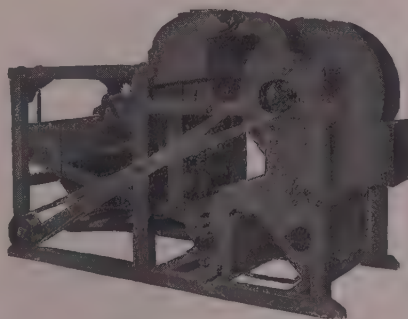
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It will pay you to learn more about this "safest of lines."

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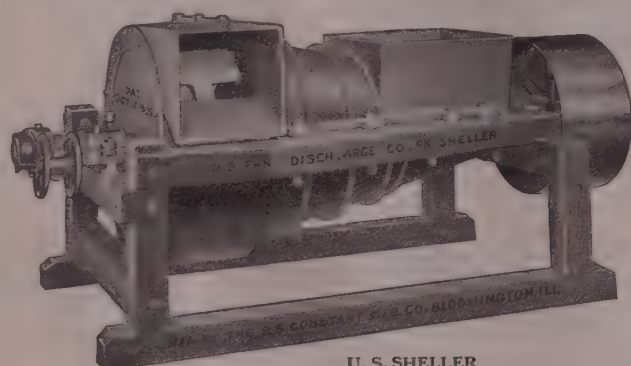


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The Original and Best Sheller

We were the original patentees of the fan discharge corn sheller, and in bringing this improved sheller before the public we feel that we are offering the user of such a machine the very best on the market; a shelling quality of long standing, and its advantages will appeal to all.

If your shelling department is falling under standard you will do well to investigate the



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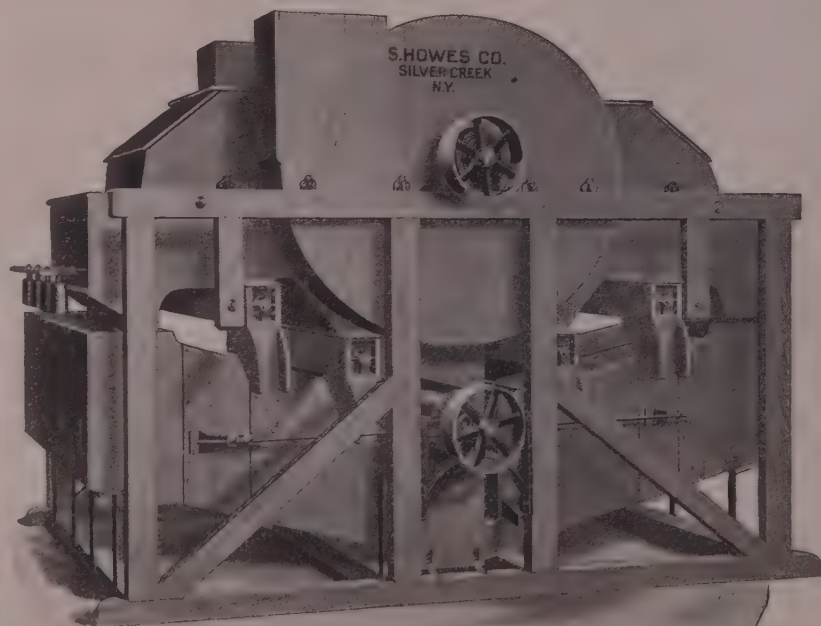
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It is the quickest and cheapest installed of any on the market. Not depending on gravity feed to the boot, the expense of the cemented pit, steel tank and lower hopperings are saved, for the boot sets upon a level with the sheller where the operator can get at it in comfort.

Drop us a line asking for more information about this sheller.

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Kansas City, Mo.

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A WHOPPING BIG GRAIN CLEANER



Eureka
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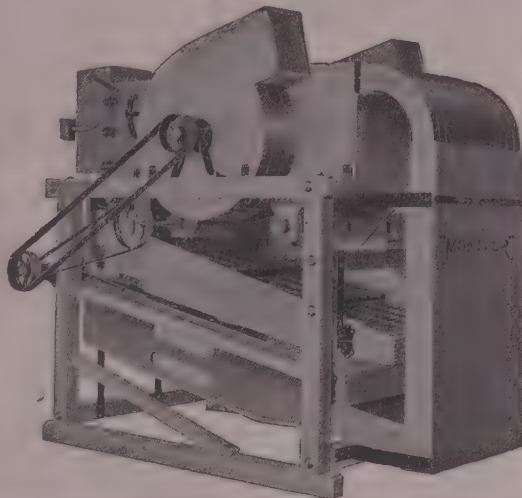
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The *original*—the first "Combined" Corn and Grain Cleaner. Endorsed by hundreds of prominent grain dealers. The original features that made this machine so popular with experienced dealers are *exclusive* "Monitor" improvements. See list of beneficial features of this advantageous type of Cleaner—you will understand why so many are in use.

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From corn to wheat or oats, 30-second changes by simply shifting distributor gate that puts the stream to either of the two independent sets of screens. Always two kinds of cleaning without a change of sieves. No belts to shift, no machine to stop, no waits or delays. This is the *most Cleaner* for the least floor space, power, care and upkeep. In simplicity, dependability, cleaning efficiency, durability, and general satisfactory cleaning performance this *original* "Monitor" Two-In-One outcompares anything in quick service cleaning. See our catalog.

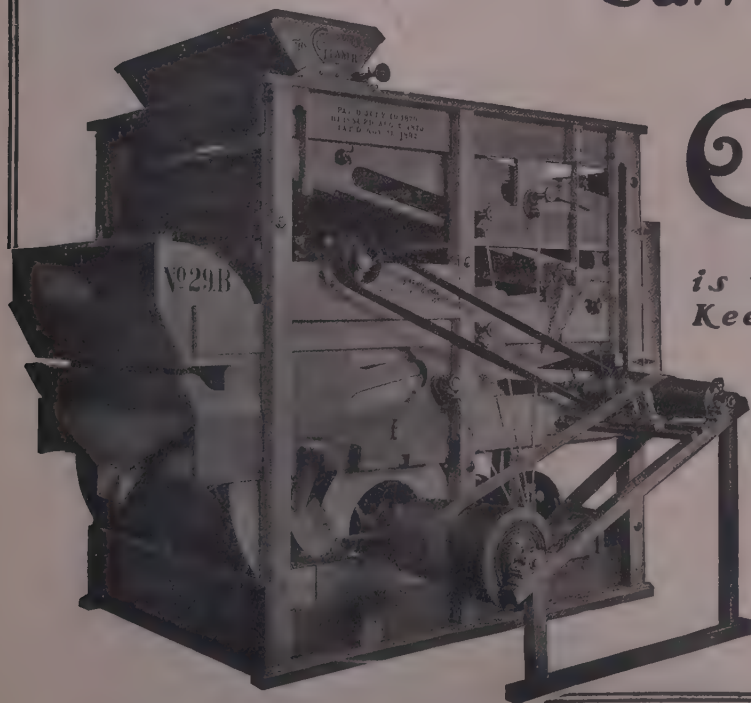
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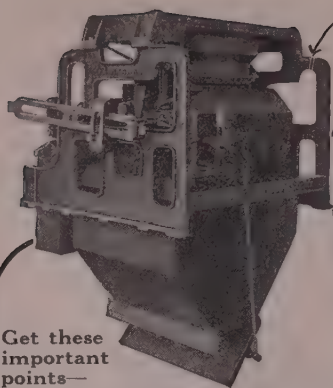
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*is the only device that
Keeps the Screens Clean*



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Weighs same weight per discharge on all standard grains.

Has one-piece even-lever — not built up.

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Rubber Protector, \$2.00

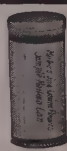
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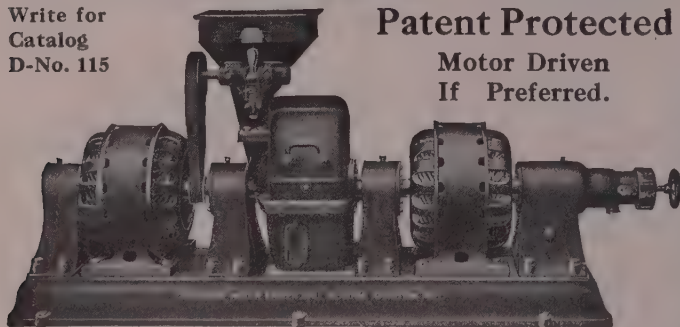


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GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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**Poultry Feed
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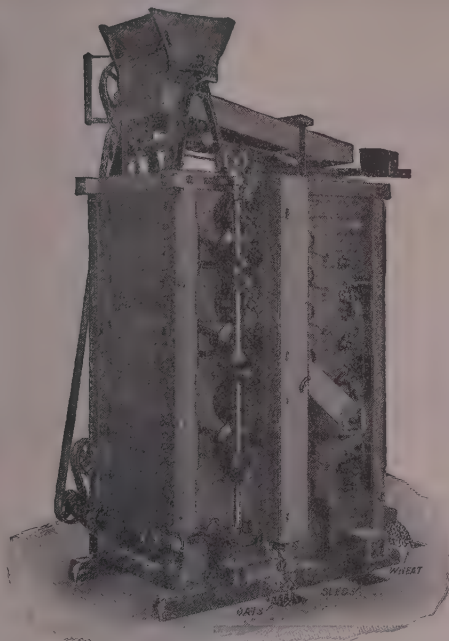
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We are experts in this line and testimony from all of the numerous installations which we have made—indicates profit producing economy and universal satisfaction.

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A Richardson Oat Separator will positively reclaim all the wheat from these tailings, and will make a thoro separation too.

We are perfectly willing to send you a machine on trial and we want you to write us at once, if you want one of the machines for Fall use. Yours truly, RICHARDSON GRAIN SEPARATOR CO.

Your Firm Name

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Grind your by-products into feed. There is much profit to be made in this branch of your business. The "Famous Howell Roller" Feed Mill is the best mill for your purpose because it is light running, uses but little power, and operates continuously with practically no upkeep expense.



We make them in 13 sizes, suitable for any size engine, and adaptable to any demands from the smallest to the largest.

Remember that your demand is created already and your customers come to your elevator to sell you. If you have the feed, they will take it home with them.

Also there is good money in doing custom feed grinding. Write for Catalog E-16.

R. R. HOWELL & CO.
MINNEAPOLIS, MINN.

Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

New York Rubber Company

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(Inc. 1851)

CHICAGO

**Eliminates
Spotting
Charges**



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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co., Appleton, Wisconsin

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is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

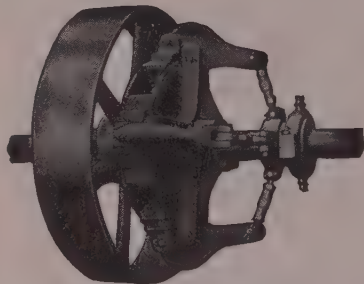
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to do is to install an All Metal
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**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

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OUR AUTOMATIC DUMP CONTROLLER USED EVERYWHERE WHY?



To control your dump,
you're needing,—
Something good;

And with you we're
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And you could

Try our little Dump
Controller,—
Yes! you really
should;

And your troubles
they'd be over,
If you would.

This controller has
complete control of
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time the trigger is
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to settle down easily
and without the least
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Rates \$1.50 to \$5.00 per day

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Headquarters for the Grain Trade
H. J. TREMAINE, President and Manager

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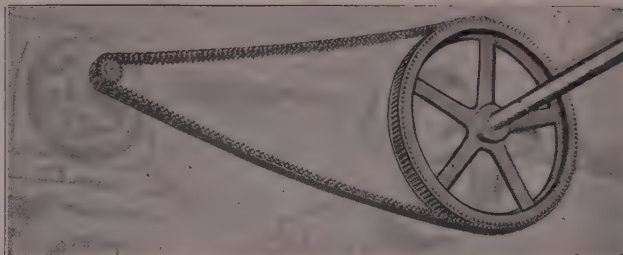
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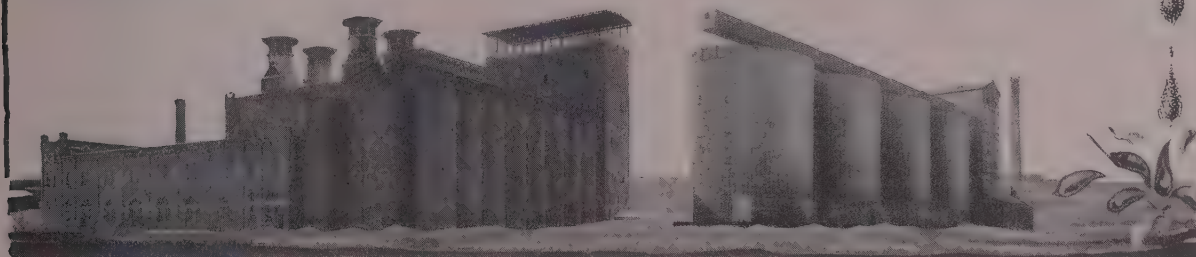
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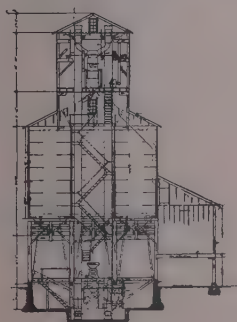
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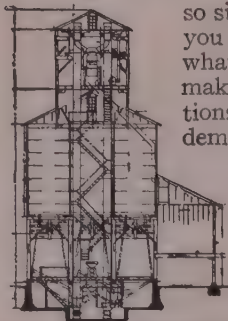
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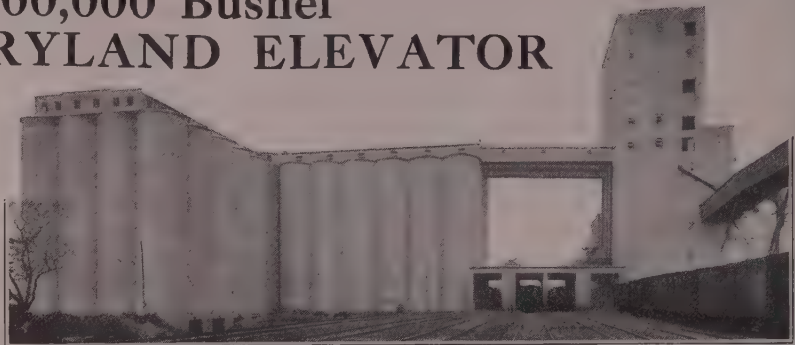
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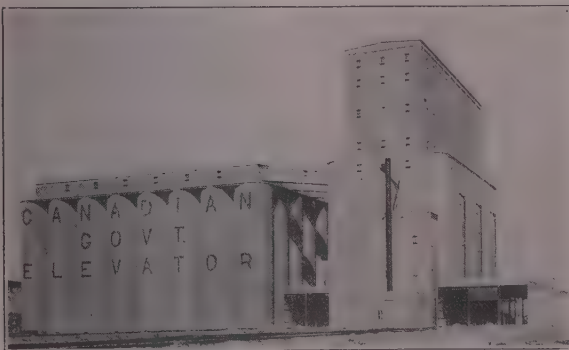
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Bucklin Co-Operative Assn., Bucklin, Kas., says: "Best loader on the market."

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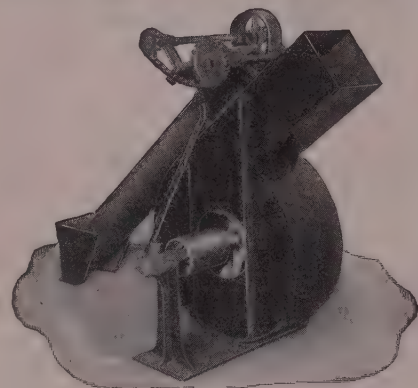
Mt. Pulaski Grain Co., Cornland, Ill.: "Certainly highly pleased with your new loader. Loads every car to full capacity without shoveling and improves the grades."

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It is impossible for it to mill or crack the grain.

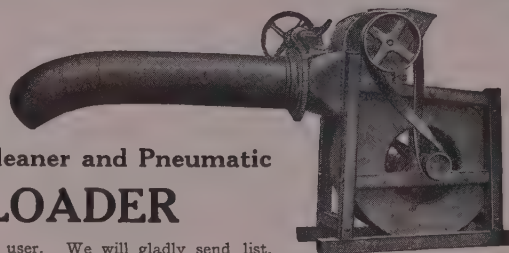
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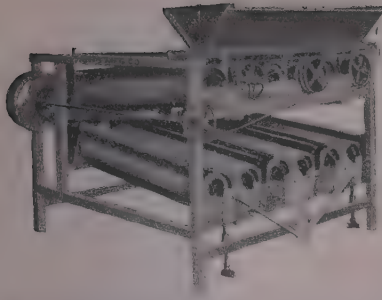
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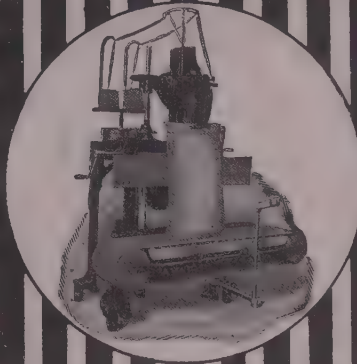
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These cleaners are in operation in the B. & O. and Western Maryland elevators at Baltimore. They are running daily, while cleaners of other makes lie idle. The U. S. Dept. of Agriculture in Baltimore also is using one.

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Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

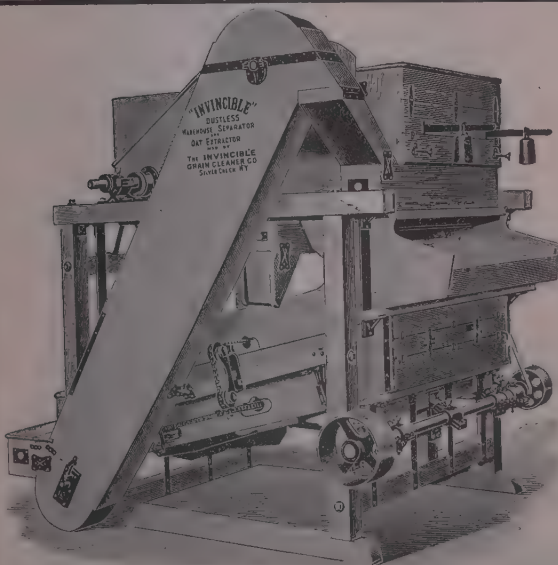
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Large Capacity Cuts Operating Cost

The Invincible Elevator Separator and Oat Extractor

Combines big capacity with perfect cleaning of stock—and a double separation of oats from wheat.

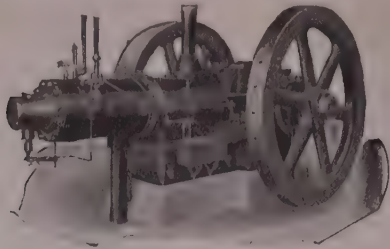
If you equip your elevator with this machine, you are in right for 'oats and wheat' from a commercial standpoint.

This machine will make you independent of inspection and dockage. Write for details and prices.

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*Profits are larger from
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- 6—Because, last and most important, we guarantee to prove all the above under a bankable, money back guarantee.

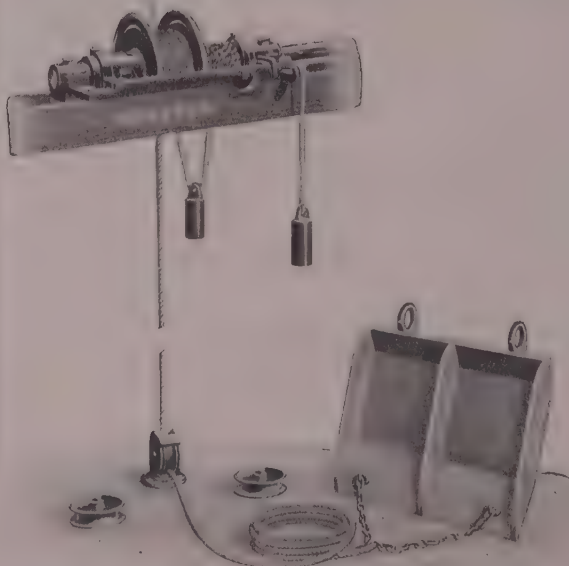
References: American National Bank, Frankfort, Ind.,
Dun or Bradstreet

The Kerosene Carburetor Company, Inc.

FRANKFORT, IND.

Dealers wanted everywhere

POWER SHOVELS



There are many makes of this familiar shovel, but only one that has stood the test for over thirty years. That is

WEBSTER

The Webster M'f'g Co.

Chicago (150)

Tiffin, Ohio

New York

For Sale

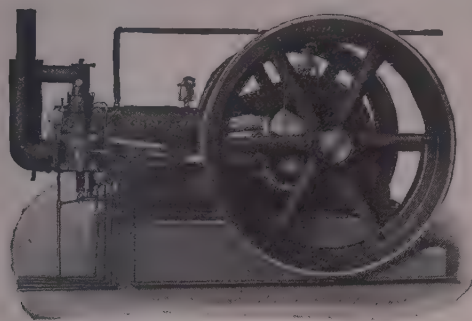


For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

The cost for advertising is 20c per line



The CHARTER Type "R" Oil Engine

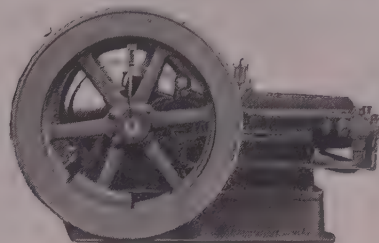
is manufactured to meet the demands of power users requiring from 20 to 160 h. p. for their work. This wide range of fuels permits of economy in operation wherever located, and the simple design, ease of starting and positive regulation in running make the CHARTER Type "R" easily handled. It requires no more care—usually less—than smaller engines, and is entirely reliable in its operation.

There is not an oil engine power problem which cannot be solved more efficiently and more economically with some of the thirteen sizes of CHARTER Type "R" Engines. Ask us for more information, a post card will do.

CHARTER GAS ENGINE CO.

60-80 Wallace Street, - STERLING, ILL.

DEMPSTER



DEMPSTER

Elevator Special

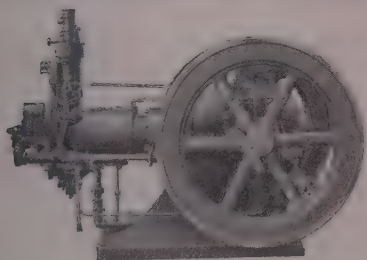
A Particular Engine for Particular Work

6 to 50 H. P. Kerosene or Gasoline Surplus Power, Close Governing, Simplicity of Construction, are some of the Dempster features described in our new Engine Catalog. We are building Engines especially for Elevator work, and to meet just the conditions under which you apply power to your machinery.

Our Catalog explains and illustrates this convincingly and in a way that will interest you. Write for it today.

DON'T BUY TILL YOU KNOW

DEMPSTER MILL MFG. CO.
Main Office and Factory, Beatrice, Nebraska



Mogul and Titan Kerosene Engines

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

International Harvester Company of America
(Incorporated)

21 Harvester Building Chicago, U. S. A.

Stock Deliveries Now on Small Engines

Sturdy *slow-speed* OTTO Gas and Gasoline Engines from 2 to 20 h. p. are in stock for immediate deliveries.

Complete manufacturing facilities enable us to build engines in these sizes in anticipation of the demand.

The 100,000 and more OTTO engines in use and a service record dating back to 1876 are the best endorsements of OTTO engine quality.

Larger sizes up to 150 h. p. can be completed promptly. Full information or the co-operation of our engineers will be extended by addressing either office.

The OTTO Gas Engine Works

15-17 South Clinton Street, Chicago

Main Office and Works: Philadelphia

OTTO
Gas and Gasoline
Engines

What Leading Engineers Endorse
and Specify

The Humphrey Improved Metal Employee's Elevator

is Especially suited
for modern
fire proof build-
ings.

A time energy and
money saver.

Write today for
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NUTTING TRUCK CO.

SOLE MANUFACTURERS

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Also Manufacturers of a Complete
Line of Floor Trucks.



Advertising

Must first attract, then interest, and
finally convince. Keep advertising and
the country shipper will give you the
preference.

An efficient leg in an elevator wins half the battle

More than a thousand elevators escape mixing grain by using a

HALL SIGNALING GRAIN DISTRIBUTOR



and very many are doubling their capacity,
reducing cost of operation and maintenance, and
more effectively and conveniently doing the work
without backlegging or choking by installing a

HALL-SPECIAL

elevator leg with actual results after installation.
Guaranteed by the

Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected
White Birch, has direct acting springs,
double safety device that will not fail,
runs easy, unnecessary to bolt or lock
it while not in use.
Has wire cable and cotton hand line.
Sold on 30 days' trial. Write for cir-
culars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

404-406 State Bank Bldg.,
OMAHA, NEB.

We Build
Modern Grain Elevators



BOWSER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or
without shucks) and grind
all kinds of small grain.

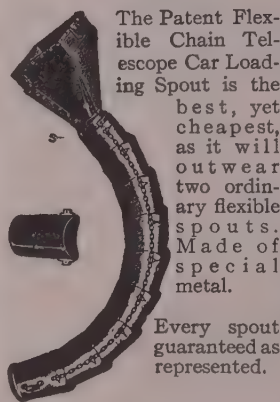
Handy to operate—light-
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25 h. p., capacity 6 to 200
bushels. Conical shape
Grinders. Different from
all others.

Write for Catalog
and folder about the value of
different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



Gerber Spouting Has No Equal

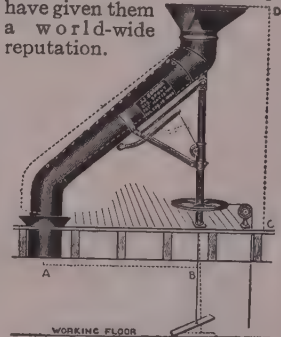


The Patent Flex-
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cheapest,
as it will
outwear
two ordi-
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Made of
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metal.

Every spout
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The Latest Improved Distributing Spouts

will absolutely prevent the
mixing of grain. The best of
material and workmanship
have given them
a world-wide
reputation.



Don't accept those "almost as good." For sat-
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J. J. GERBER

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MINNESOTA

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing
demand for a record which will enable the dealer
to balance his Purchases and Sales and determine
almost instantly, whether he is long or short.

Separate pages are devoted to each kind of
grain, thus simplifying the recording of each con-
tract. This form covers facing pages, the left
hand pages being devoted to a record of contracts
for—Purchased, under which the following
information is entered: "Date, From Whom Bot,
Bushels, Grade, Delivery, Price, By Whom, How
and Remarks."

The right hand pages provide spaces for a
record of contracts for—Sold as follows:
"Date, To Whom, Bushels, Grade, Shipment,
Price, By Whom, How and Remarks."

Do not attempt to do business without keep-
ing this record. It requires only a few minutes
work each day and may prevent large losses with
the present unstable conditions of the market.

The book contains 80 double pages, size
8½x14 inches, ruled and printed on heavy ledger
paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.00 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought

Form 385 Record of Car Loads Shipped

PRICE, \$3.50

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

OKLAHOMA—Several good elevators for sale and trade in good corn and wheat belt. Address L. D. Sautbine, Gotebo, Okla.

FOR SALE: Best elevator proposition in the State of Montana. \$5500.00 if taken at once. Address Sale, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

NORTHWESTERN OHIO elvtr. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Will, Box 11, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO—Three grain elevators for sale. Will sell all or either. For particulars address Pine, Box 6, Grain Dealers Journal, Chicago.

MINNESOTA Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minn.

S. W. MINN.—25M. elvtr. for sale or exch. On priv. land. Also has a good sale of coal, flour, feed and farm mach. Poor health cause of disposal. Write Mary, Box 6, Grain Dealers Journal, Chicago.

PUBLIC SALE at Court House, Springfield, Illinois, Saturday, Sept. 30, 1916, at 2 P. M.

Four choice Grain Elevators in the best part of Illinois Corn Belt. Consult John H. Lloyd, Receiver, Springfield, Ill.

NEBRASKA: Two good country elevators on the Union Pacific Railroad, located in wheat and corn belt. If you are looking for a location, either place is a fine chance to make money. Address Ton, Box 5, Grain Dealers Journal, Chicago.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

WANT experienced grain man to buy half interest in a first-class up-to-date 30,000 bushel elevator. Big coal, flour and feed business. In 4000 Minnesota town. Can use one-half cash and half in good clear land. Must be an experienced grain man. Write Live Town, Box 5, Grain Dealers Journal, Chicago.

FOR SALE 12M. bu. cap. studded elevator on Wabash R. R. close to Wabash River in Central Indiana. 250 ton coal bins. Storage warehouse 20x56. Lumber sheds 16x30. Elevator has 2 dumps, 3 stands of elevators. Automatic scales. In-vincible cleaner, No. 3 U. S. Sheller. Steam power. All on private ground. Handles on an average of 60,000 grain a year. 14 cars lumber, 15 cars coal, besides 10 to 15 cars other inbound freight. No competition. Plant cost \$6,500. Best offer takes it as I wish to quit the business. Don't write without you mean business. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

ILLINOIS Elevator located at Fulton, Ill., for sale or exchange for land. Address Short Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS 40,000 capacity elevator, modern, located on C. & E. I. R. R. Also coal business. One competitor. Address England & Hancock, Tuscola, Ill.

EASTERN NEBRASKA—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Grain Dealers Journal, Chicago.

SOUTHWESTERN OHIO—For sale, three grain elevators, good locations, address Nora, Box 4, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

CENTRAL OHIO: Elevator on private grounds. Good thriving business in grain, hay, coal, flour, feed, etc. Buildings in best of condition. No competition. Write Ken Box 5, Grain Dealers Journal, Chicago.

NORTHWEST IOWA 45,000 bushel plant for sale. Handles 200,000 bushels annually. Good competition. Sell 1,500 tons coal. Good town in best part of state. Write St. Box 3, Grain Dealers Journal, Chicago.

CENTRAL NEBRASKA. We have for sale three elevators in the best located towns and will offer an exceptional opportunity to anyone wishing to buy a first class house. All fully equipped. The Lincoln Grain Co., Lincoln, Neb.

SOUTHWEST MINNESOTA 40,000 bushel elevator for sale. Heavy trade, also coal station, ships 800,000 bushels annually. Splendid crop being harvested. Good live town. For information address Shipper, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

One 60,000 bu. capacity, actual value \$13000.00, at Strawn, Ill., and one at Risk, Ill. One mile apart. Handle 500,000 bu. annually. Must be sold by Oct. 1st, 1916, to close bankrupt. For particulars inquire of T. J. O'Connor, Trustee, Chatsworth, Ill.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins	Iowa	18,000 bu.
Hinton	Iowa	22,000 bu.
Alvord	Iowa	25,000 bu.
Sioux Center	Iowa	20,000 bu.
Gerretson	South Dakota	22,000 bu.
Sherman	South Dakota	40,000 bu.

These elevators will warrant careful investigation. Correspond with us at 1108 First National Soo Building, Thorpe Elevator Co., Minneapolis, Minn.

ELEVATORS WANTED.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

AN OPPORTUNITY for investment is offered to one or two grain men in a proposition now being developed. It promises especially favorable returns on the capital invested. The project is one closely connected with the grain business and affiliated industries, and association with those actively engaged in grain is desired. Write Personal, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 50-h. p. steam plant, 50-bbl. wheat mill, with four double stands of rolls, sifter system, 50-bbl. buckwheat mill, sifter system, 24 in. attrition mill for feed. Coal bus. connected and all coal and grain handled with elevators. Located in rich dairy section on main line of L. V. R. R. with switch to mill. Splendid located for milling in transit, also good opening at present to take up hay bus. with milling business. Mill built about 10 years ago. Selling on account of no men in family to run it. Mrs. H. E. Cline, Skinners Eddy, Pa.

FOR SALE.

A general warehouse business now in operation in one of the best towns in Central Ohio, on the T. & O. C. Railroad (New York Central Lines). The property consists of a grain elevator, hay barns, corn cribs, hog yards with sheds having concrete floors, wool room and hide cellar. The business has been established for twenty years and consists of hay, grain, seeds, wool, hides and live stock. The present owner is over seventy years old and wants to retire. An excellent opportunity for a young man with some money. Price \$5,000.00; one-half cash, balance terms to suit. Address J. R. Alsdorf, Westerville, Ohio.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, 6454 Minerva Ave., Chicago.

IF YOU WISH to buy or sell a Mill or Elevator, write me as I make that my Exclusive business. I have mills and elevators that are money making propositions also farms to exchange. R. N. Parshall, 111 West High St., Detroit, Mich.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

MILLS FOR SALE.

FOR SALE 4 stand Sifter Mill for \$2,000 or sell mchy. and 25 h.p. gas eng. sep. For information write Box 1, Williamsburg, Ind.

FOR SALE 75 bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, O.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE 40 bbl. Plansifter mill. Steam power. In strictly first class condition. Doing good business. Located in Northwest Arkansas in splendid wheat and corn district. Also good 6 room residence with 3 acres of land. Good barn. Not for lease. Davis & Sons, Goshen, Ark.

ON ACCOUNT of ill health and old age. I wish to dispose of my flour mill. 50 bbl. Nordyke & Marmon steam mill, frame building, located in one of the best farming sections of the state, ten miles to the nearest mill, in a growing town of about 800 inhabitants on the L. & N. R. R. This section of country is rapidly coming to the front on account of coal interests. We consider it an excellent opportunity for a good, progressive miller. Price \$5,000. D. A. Reeves, Prop., Broughton, Ill.

BIDS WANTED.

NEW ELEVATOR will be built this fall by J. H. Knauer, Corunna, Ind. The job is open for bids.

FERRETS.

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

HELP WANTED

WANT Solicitor, good correspondent. Must carry camera and report trade news. Young man with knowledge of the grain business preferred. Address Hustler, Box 6, Grain Dealers Journal, Chicago.

WE ARE in need of a good young man who would like to learn the Grain Business. Must have good education and keep books, also help wait on trade. Good place for right kind of young live man. Write Live, Box 5, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ADDRESS WANTED.

WANTED—The present address of G. A. Jones, formerly of Vesper, Kansas. Write J. S., Box 6, Grain Dealers Journal, Chicago.

ANYONE knowing the present address of E. G. Beall, formerly of the Beal Grain Co., of Wichita, Kans., and afterwards located at Lubbock, Tex., kindly communicate with S. E. E., Box 6, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

SITUATIONS WANTED.

WANTED—Position, first or second man grain elvtr. 16 years' experience. Steam or gasoline. Best of references. Address F., Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as manager of farmers elevator. First class references furnished. Address Douglas, Box 3, Grain Dealers Journal, Chicago.

WANTED: Position as mgr.; line elvtr. preferred; 5 years experience; best of reference. Write E. W., Box 5, Grain Dealers Journal, Chicago.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

POSITION—Wanted as manager of elvtr. by young man with 3 years' experience as grain buyer. Thoroughly understands trade and machinery. Good mixer. A1 ref. Write MD, Box 6, Grain Dealers Journal, Chicago.

WANTED—A position as Manager for some elevator Co., or as solicitor for some live house, grain or hay. Can furnish best of references. Address Scott, Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Position as Manager of Country elevator, town of 1,500 to 2,000. Prefer Illinois. Have had 13½ yrs. experience in handling grain for one line house. Address Harry, Box 2, Grain Dealers Journal, Chicago.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

COMPETENT all around grain man wants position. 12 years' experience in grain states. Understand how to handle elevators and men. Have had charge of line of grain elevators. Can buy and sell. Reference and bond. Write West, Box 3, Grain Dealers Journal, Chicago.

WANTED Position as Auditor or Mgr. of Line of Elevators or Buying and Selling grain at terminal markets. Sixteen years experience in all branches of grain business. Well acquainted in the Northwest and Kansas. Good judge of spring and winter wheat and can handle men. Address Rock, Box 4, Grain Dealers Journal, Chgo.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

SITUATIONS WANTED.

SITUATION WANTED, traveling, or locate to buy grain. Can handle consignments, write sales letters, grade hay and grain. Know trade in Central and Mountain Sections. Age 28. Address Grade, Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED with commission firm. Good accountant and judge of grain. 12 years experience in cash grain and futures. Member of Milwaukee Chamber of Commerce. Would represent Chicago or Minneapolis house. Best of references. Address Euro, Box 6, Grain Dealers Journal, Chicago.

WANT position with some good grain or milling company where there is chance of advancement. Have had experience in both buying and selling end, and have had charge of line of elevators. Best of reference as to character and ability and bond. Address M, Box 3, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

SECOND-HAND BAGS AND BURLAP.

FOR SALE—6,000 second hand Cotton Grain Bags at 11c each f. o. b. St. Louis, in lots of 100 up to 500. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BUILDING MATERIAL.

FOR SALE about September 20th to Oct. 1st, 1916, forms for erecting eight 16' diameter concrete grain storage tanks. Ewart Grain Co., Lincoln, Nebr.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ENGINES FOR SALE.

FOR SALE—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo., Ia.

FOR SALE St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

FOR SALE—One 60 h.p. Stationary double Olin Gasoline engine. Replaced by electric power. Address H. F. Page, Franklinton, N. Y.

ENGINE FOR SALE—21-h. p. Otto Gasoline Engine, practically new. Guaranteed in perfect order. Have electric power and do not need it. You can buy this engine for ½ its cost. Has been used less than 6 mos. Farmers Mill & Elevator Co., Concordia, Kas.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES.

Special prices on 5, 8 and 12 H.P. Northwestern Horizontal Engines, on skids or with trucks. Will make right prices to buyers desiring engines this Fall. Address Northwestern Steel & Iron Works, Engine Builders & Manufacturers, Eau Claire, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

MACHINES WANTED.

WE ARE in the market for Wolford feed mill, 3 pair high, about 6x14 or 6x16. Must be in good condition. Address Nolte Bros., Delphos, Ohio.

AM in the market for a good second hand timothy cleaner. Must be 30 inch or larger. Can also use good second hand 30-h. p. electric motor. John Burke & Sons, Riceville, Iowa.

SCALES FOR SALE.

FOR SALE—At a bargain, one 4-ton Fairbanks Wagon Scale with extension beam. V. Klinger, Slayton, Minn.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE: One No. 10 Boss Car Loader. Never been used. Address Lock Box 79, Crawfordsville, Ind.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

FOR SALE—Several double stands Wolf Rolls; 9x24 and 9x30. In good condition. At a bargain. Address The Rea-Patterson Mfg. Co., Coffeyville, Kans.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE One 12" 5 ply rubber belt 120 feet long and one 11½ feet long; 214 cups 7" by 11"; one split steel head pulley 48" by 12" with sprocket wheel and shaft about 4 feet long. Write C. A. Wylie, Denver, Colorado.

FOR SALE: Second-hand Jewell Automatic Steam Engine, 20 h.p.; first-class condition. Price \$75.00 f.o.b. cars Hicksville, O.

ALSO Boss Car Loader (old style) \$20.00 f.o.b. Hicksville.
BEAR GRAIN CO. Hicksville, Ohio.

COAL OIL ENGINES FOR SALE.

New or Second Hand.

One 12, one 16, two 20 and one 35 h.p. Capital.
One 16 inch French Burr.
Two h. p. Gasoline engine \$25.00.
Send for catalogue. C. H. A. Dissinger & Bro., Inc., Wrightsville, Pa.

FOR SALE At bargain prices, subject to prior sale. **FIRST COME, FIRST SERVED.**
1—16" "Monarch" Ball Bearing Attrition Mill \$170.00
1—32" "Monarch" Ball Bearing Attrition Mill 295.00
1—20" "Monarch" Regular bearing Attrition Mill 95.00
1—24" " " " Attrition Mill 120.00
1—30" " " " Attrition Mill 200.00

Each mill thoroughly rebuilt and guaranteed for all practical use as good as new. A set of new plates put on each mill.
10 New Cast Iron Pulley 14" diam. 10" crown face for 1 11/16" shaft 2 ss. each \$3.00
500 Ft. 10 inch 4 ply high grade new Rubber Belt @ 31c per foot.

We furnish complete equipment for Flour Mills, Feed Mills, Cereal Mills and Grain Elevators.

WRITE FOR CATALOG

B. F. GUMP CO.,
Established in 1872. Incorporated in 1901.
431-437 So. Clinton St.,
Chicago, Ill.

MACHINES FOR SALE.

FOR SALE Two steel tanks 40 or 50 ft. high by 20½ ft. in diameter. Cockley Milling Co., Lexington, Ohio.

FOR SALE Philip Smith No. 1 corn sheller and cleaner combined. Good condition. Reason for selling, bought larger sheller. Nolte Bros., Delphos, Ohio.

FOR SALE: No. 8 Bowsher Feed Mill; good as new, new set burrs on. A bargain if sold at once; also 1—8x34x1 15/16 pressed steel pulley; 1—8x32x1 15/16 cast iron pulley. P. O. Box 282, Lynn, Ind.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machinery Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE 4 double stands Barnard & Leas rolls, No. 3958, No. 3959, No. 3960 and No. 3961 with Cornwall's Automatic feeder, patented 1895; Geo. T. Smith Middlings Purifier Co., Jackson, Mich., plansifter; Barnard improved centrifugal reel; also elevators and belts; boiler, 60 h.p.; engine 45 h.p. Will trade for property or livestock. Big discount for quick sale. Herman H. Koth, Box 17, Monona, Ia.

FOR SALE.

1 35-h. p. steam engine, good as new.
1 35-h. p. Power Boiler, first class shape.
150 ft. chain with buckets attached, both in good shape.
1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
1 Car Loader in good shape. Have put in gravity loading spout.
1 Invincible Dustless double receiving cleaner, in good shape.
1 B. & L. Corn sheller, and cleaner combined, good as new.
Connell & Anderson Grain Co.,
Bentonville, Ind.

Entire Stock Offered at Fire Sale Prices.

1—16" B. B. Attrition Mill & Drive \$220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00
All f.o.b. shipping point subj. to prior sale, ¼ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."
George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

STRAW FOR SALE.

FOR SALE: Alfalfa Hay & Oats Straw.
L. G. Vincent, Missouri Valley, Iowa.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED Good Rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.
HENRY LIGHTIG & CO., Kansas City, Mo.

The Mangelsdorf Bros. Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

THE CRUMBAUGH - KUEHN CO.
We pay top prices for seeds. Your track or Toledo. Send samples.
TOLEDO, OHIO
CLOVER
ALSIKE TIMOTHY ALFALFA
Samples, prices and our market letter upon request. Cash and futures.

FARMER SEED & NURSERY CO.
FARIBAULT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

Immediate Shipment

NEW CROP CRIMSON CLOVER
Sand, Winter or Hairy Vetch

Dwarf Essex Rape
Fancy Grasses

WM. G. SCARLETT & CO.

Wholesale Seed Merchants
and Importers

Baltimore, Maryland

Send us samples new crop Red Clover, Alfalfa, Alsike, Timothy or seed grain from your vicinity.

SEEDS WANTED.

MILLET WANTED—Hog and Early Fortune. P. L. Zimmermann Co., St. Louis, Mo.

CLOVER SEED WANTED.

I want to buy strictly choice, clean, medium Red, Mammoth and Alsike Seed. Submit samples and price asked. L. C. Brown, LaGrange, Ill.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WINTER VETCH
NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

SEED OATS
Car load lots and less
ANY VARIETY
GARTON COOPER SEED COMPANY
SUGAR GROVE, ILL.

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.
GRAIN
CLOVER AND TIMOTHY SEEDS
Get in touch with us.

CORN
95-Day Yellow Dent
Northern Illinois Grown
Germination: 95%
and Better
Immediate Shipment
STOECKER SEED CO.
PEORIA, ILL.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

Directory
Grass Seed Trade

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Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McClinton & Co., wholesale, export & import.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

American Mutual Seed Co., field seeds.
Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
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MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imptrs.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

WE HAVE a limited amount of No. 56 Marquis Wheat good for seed, which we will sell at Duluth one hard price, f.o.b. track here. If interested send for sample. Farmers Elevator Co., Culbertson, Mont.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE.

FOR SALE—New crop Timothy and Red Top Seed in car lots. Ask for prices and samples. J. M. Schultz, Dieterich, Ill.

FOR SALE—Fine quality No. 1 red seed wheat, test 63 lbs., raised at Buffalo and Dawson, Sangamon County, Ill. Sample and price mailed on your request. E. B. Conover, Springfield, Ill.

FIELD SEEDS

AND ONION SETS
WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.
Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Field and Grass Seeds

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Buyers of what you have to sell and
sellers of what you have to buy.

AMERICAN MUTUAL SEED CO.
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Crawfordsville, Ind.

CLOVER WANTED

Mail samples of identical lots

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER—ALSIKE—TIMOTHY—ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

CLOVERSEED ACTIVE

This is critical crop making season. October the active future. Price situation two-sided. Usually wide fluctuations during September and October. Toledo center of future trading. Inquiries and orders invited. Weekly Review on request.

SOUTHWORTH & CO., Toledo

Members Toledo Produce Exchange
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CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

CRAVER-DICKINSON SEED COMPANY

Buffalo

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Buy and Sell

**TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN**

FIELD SEEDS GRASS

Poultry Feeds

Timothy

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Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

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MINNEAPOLIS SEED CO.

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**BRAND
FIELD SEEDS**

TIMOTHY and MILLET Our Specialties

RED CLOVER

ALFALFA

WARF E. RAPE

WHITE CLOVER

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NATURAL GRASS

ENGLISH RYE

RED TOP

83-85 Water Street
NEW YORK CITY
I. L. RADWANER

**EXPORTERS and
IMPORTERS**

Ask For Prices

RADWANER

WARF E. RAPE

WHITE CLOVER

LSYKE

NATURAL GRASS

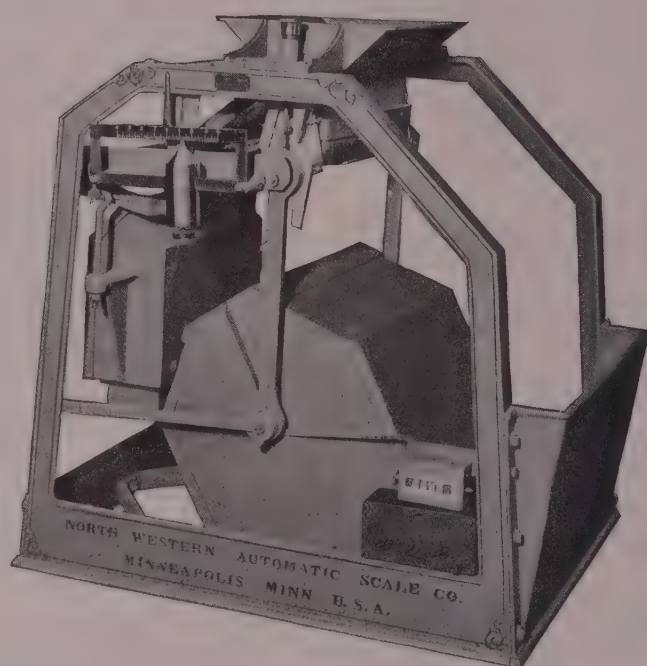
ENGLISH RYE

RED TOP

**Journal
Want Ads
Bring Results**

"The Simple SCALE with the Tilting Bucket"

Contains a small number of working parts—the fewer the better, always!



Bucket in position to discharge grain; when empty it swings into a vertical position ready for another load.

Simplicity



Accuracy



Satisfaction

Here's proof:

"We have run 150,000 bushels of grain thru our Klingler Automatic Scale and it has never missed a dump and is very accurate."

Dwight Mercantile Co., Perma, Mont.

Illustrated booklet on Klingler Automatic Scale sent on request.

KLINGLER MANUFACTURING CO.

Formerly Known as

NORTHWESTERN AUTOMATIC SCALE CO.

305 McKnight Bldg.

Minneapolis, Minn.

GRAIN DEALERS JOURNAL

[Incorporated]

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10th and 25th of Each Month at
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semi-monthly, one year, \$1.50; one copy,
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value of The Grain Dealers Journal as a
medium for reaching progressive grain
dealers and elevator men is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth. If
you would be classed with the leading
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your announcements in the Journal.

Advertisements of meritorious grain ele-
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sponsible firms who seek to serve grain
dealers are solicited.

LETTERS

on subjects of interest to those engaged in the
grain trade, news items, reports on crops, new
grain firms, new grain elevators, contemplated
improvements, grain receipts, shipments, and
ears leaking grain in transit, are always wel-
come.

Entered at the Chicago, Ill., Post Office as
Second-Class Matter Aug. 5, 1898.

CHICAGO, SEPTEMBER 25, 1916

DRY, cool air costs nothing, but is worth much to the grain elevator man who can use it to keep the damp wheat he has in store from spoiling.

JACK FROST threw a scare into some of the northern cornfields last week, but the dry season has resulted in most of the crop maturing early, so not much damage is likely.

THE SHINGLE roof has been directly responsible for the burning of so many country elevators, the wonder is that any elevator owner would tolerate such a perfect spark trap over night.

FREE STORAGE feeds the farmers ambition to speculate with the grain dealer's property. The longer the abuse is tolerated, the greater it will grow and the more difficult it will be to eradicate the trouble. The elevator man needs the storage room for his own grain more than ever during the car famine and he should make this an excuse to refuse to store grain.

LEAKY SPOUTS and bins are the most treacherous and most expensive cheap thing about the cheapest elevator. Every time oats, wheat, barley or flax are mixed, the loss forced upon the elevator operator is more than enough to have paid for the steel spout needed as a guarantee against leaks. The only thing needed to prevent leaks in studded bins is to tear down the house and build a cribbed elevator.

IF YOU had a million bushels of No. 3 corn bot for December delivery you would recognize the injustice of the short notice of the change in corn grades given by the Secretary of Agriculture.

NEXT to a blackboard or bulletin in the driveway or beside office door for posting prices bid for grain and seed a large sign on the elevator is the most essential business booster for the country grain dealer.

OCEAN freight rates to Europe are the lowest they have been in months, but as European importing countries are short of wheat and North America has not so much to spare, freight rates will not be so large a factor in the price of Europe's bread.

WILD CAT insurance is always the cheapest obtainable, until the fire occurs. Then it is the most expensive to be found anywhere, for the company fades away and the elevator owner who bot a policy because it was cheap damns the vultures who got his money.

DIRT and disorder about grain elevators have cost many managers lucrative positions and that too without burning the elevators. The fire insurance companies may stand for extremely hazardous conditions, but threatening dangers get on the elevator owners nerves.

STAMP TAXES on telegraf and telephone messages, Bs/L, conveyances, bills of sale, power of attorney, promissory notes and other business transactions are out of date. The stamp tax law was repealed on the 9th, as was stated in the last number of the Journal, so those who continue to apply stamps are wasting their money.

LIGHT WEIGHT grain promises to effect a great reduction in spring wheat crop. Many million bushels of spring wheat are said to be testing less than 48 lbs. Millers find that it will take so many more pounds of pin wheat to make a barrel of flour that this thin grain must suffer a very heavy discount in all consuming markets.

THERE SEEMS to be no opposition to the Federal Government undertaking the supervision and the inspection of corn, beginning with Dec. 1st, but the unexpected changes in the rules governing the grading of corn in the middle of the crop year is surprising and disappointing. Many members of the trade have made contracts to buy or sell corn for December or more distant delivery, and should not be expected or required to deliver other than the grain they actually contracted to deliver. Changing standards or rules of any grain in the middle of the crop is to be deprecated. It will always make trouble for some dealers, and work irreparable hardships, disputes and differences which would seem to be all unnecessary.

FIRE PREVENTION DAY, Oct. 9, has come to be generally recognized over the entire land, because it is the anniversary of one of the country's biggest conflagrations. Every property owner should join the movement, for the general inspection of all combustible structures, to the end that many fire hazards may be eliminated and the fire losses reduced.

MIRACLE WHEAT, in some sections known as Alaska Wheat, Marvelous Wheat and Jerusalem Wheat, has broken out in a new spot, and growers are reported by gullible reporters of the country press to be getting \$2 a bushel for the stuff as seed. Grain dealers should denounce this stuff at every opportunity, as tests by agricultural experiment stations prove it to be inferior to established varieties.

VACILLATING MARKETS have jumped up and down so rapidly during the past year that many country elevator operators have suffered unheard of losses, simply because they did not take the precaution to buy or sell on wide enough margins to protect them until they could place a hedge in a central market. Wild markets make it absolutely necessary that every grain dealer work on wider margins than have been essential to safety heretofore.

A MUSHROOM manufacturing company making a specialty of establishing farmers' co-operative elevator companies in Kansas went into bankruptcy last week. The number of mourners may be guessed when we consider the number of elevators promoted, nearly 50, and the authorized capital stock, \$1,000,000. Many years ago the Butler elevator syndicate went on the rocks in the same state; but sucker investors have short memories and in a few years another such scheme will be started to annoy the regular grain shipper and fleece the grain growers.

TISSUE PAPER sheet iron is not suitable for covering country elevators, and it is no wonder that elevator operators complain that the wind gets under the iron and makes such a rattling noise as to drive them to distraction. If well made iron of the proper thickness were firmly anchored to the building, the elevator man would have no trouble whatever with his roofing or siding. If properly laid, it will accommodate itself to the building, regardless of any settling which may occur in the cribbing. A little study of the different irons designed for and suited to the needs of the country elevator would enable elevator men to obtain protection from the elements at a reasonable cost, and their roofing and siding would last for years. The products of the catalog houses as a rule are not sufficiently durable to justify the expenditure of time and labor in laying them.

THE APPORTIONMENT of cars allotted to any station among the shippers at that station should be based upon the proportionate needs of the applicants. Dividing the total number of cars offered among the firms applying is not equitable, because one firm might have its elevator full to the roof, and long since have established the record for shipping 50 per cent of the grain from the station. If cars are to be distributed equitably among shippers, their shipments during previous years, as well as their immediate needs should be given first consideration.

THE INTERFERENCE with American mails on the Pacific, as well as on the Atlantic, by Great Britain, without any active steps being taken to prevent a continuation of the interruption of American mail, is causing exporters whose trade is being interfered with by foreigners to writhe in anger. Some U. S. mail, especially the official mail, is being sent in U. S. transports, so as to escape interference by British censors. It has been suggested that the U. S. is so weak, so timorous, so cowardly that Great Britain will censor our mail so long as it finds information or profit in doing so.

YES, the strike was called off, and all organizations were given a demonstration of how to get legislation. All we have to do is to go to Washington and tell Congress that we represent everybody and give them ninety-six hours in which to enact the legislation wanted. The dilatory tactics of the average Congress have been most expensive and exasperating to even favored constituents. Now that a new method of securing desired legislation has been introduced to the public, we need no longer complain of our inability to have even unimportant laws put on the statutes, if we are really anxious to have them there.

A TENNESSEE correspondent in this number complains of apparent harshness on our part in criticising a default on a contract. His explanation of the transaction places the matter in quite a different light. Sellers of grain owe it to themselves to desist from dealing with brokers in whom they have no confidence or whose financial responsibility leads sellers to doubt the value of their checks. Sellers of grain who are anxious to avoid placing any part of their working capital in jeopardy should not enter into contracts with irresponsibles, but after they have entered into a contract, they can protect themselves by demanding that buyer send back draft or else deposit the full amount in a local bank, with instructions to the bank to exchange same for the bill of lading. It is perfectly right and proper that sellers of grain should always take every precaution to avoid losing control of their property until they are sure of their pay.

LIGHTNING is leading all other causes in the number of fires in some sections of the country. The state fire marshal of Illinois, in his report for August, shows that 25 per cent of the month's loss was caused by lightning. Of the fire losses outside of Cook County one-third were caused by lightning, and to make matters worse, not one of the 239 buildings set on fire by lightning during August were equipped with standard lightning rods. No doubt many of the cheap rods now on the market afford little protection, but the standard cables, when properly installed, afford such perfect protection that a building so equipped is seldom struck.

SHIPPERS who have suffered loss by decline in market during the railroad company's negligent delay in transporting grain to destination will be pleased to read in "Supreme Decisions" column, this number, that the Court of Appeals of Maryland gave a decision in favor of a shipper of a carload of beans from Baltimore to Cleveland who had suffered \$216 loss due to decline in market and beans going out of condition. Shipment was made June 14 with the expectation that the beans would arrive early June 16, and the court held that their arrival the evening of June 16 was a sufficient delay to warrant a jury in considering it unreasonable.

LIGHTING THE ELEVATOR thoroughly with incandescent electric lights not only works an economy in the time of the men who work about the house, but it will help to prevent serious and expensive accidents. With the inconvenient oil lamp, its open flame and the burned matches which accompany it, the fire hazard is greatly increased, as is also the danger of dust explosions. The incandescent electric lamp must eventually be the only light permitted about the dusty elevator. It is known to be the safest and best suited to the needs of the elevator, and there is little excuse for the old oil lamp and lantern being tolerated in towns where electric current is obtainable.

DO YOU COOPER your cars thoroughly and carefully? Do you take every known precaution to prevent their arriving at destination leaking grain? It is very evident that many grain dealers do not give careful attention to the cooping of their cars. Over 25 per cent of the cars arriving in St. Louis last month were leaking. In other words, of the 4,934 cars unloaded under the supervision of the Merchants Exchange Dept. of Weights, 1,242 were leaking. Inspectors found 352 were leaking at the grain door, 855 at the box and 35 at the end door. While old, worn-out cars may be responsible for all of these leaks, still many of them could be prevented if grain shippers would cooperate each car carefully and line it about the doors with paper or cloth.

GOVERNMENT SEIZURE of a food product that is wholesome and nutritious is an anomaly that completely passes the understanding of the lay mind; yet the 46 inspectors of the U. S. Department of Agriculture are doing it every day in enforcing the Pure Food and Drugs Act. The Bureau of Chemistry has ruled that in enforcing the law it is no part of their duty to determine whether the food is deleterious to health, as they are authorized to seize any food that is partly decomposed, and, in fact, have no discretion to do otherwise. To the best of their ability they are interpreting the letter of the law containing the weasel word "decomposed." Decomposition is a chemical change, a breaking down; but not all breaking down is deleterious to health. Sugar dissolved in water will ferment into alcohol, and the next step is breaking down into the best quality of vinegar; but who would say vinegar is deleterious to health? This question is of vital interest to canners of beans, who are now in litigation with the government on account of seizures of perfectly wholesome food. Apparently the law should be amended to make an exception in favor of foods that are not deleterious to health.

Five Dollars Per Day Demurrage.

Demurrage on cars delayed more than 48 hours will soon be greatly increased, if the railroads are permitted to put in force the new schedule which has been filed by the Intermountain Demurrage Bureau, which covers the states of Utah, Idaho, Wyoming and Nevada. The very fact that the railroads have started the introduction of these new demurrage charges in a section where the shippers are weak and unorganized, proves that they fear the shippers organizations of states east and west. Primarily, demurrage is presumed to have been charged shippers for the purpose of securing the release of cars to shippers who desire to use them for transportation purposes, but the new schedule looks more like a money-grabbing scheme than a sincere effort to improve the transportation service of the railroads. The number of cars in actual service has been materially reduced during the last year, notwithstanding the great rush of freight and the large earnings of the carriers. The high cost of material seems to have caused many of the railroads to postpone buying freight cars until the reduced demand shall insure lower prices. If the railroads can make their delayed cars earn \$5 a day without turning a wheel, it may prove to their pecuniary advantage not to buy any more cars. However, many shippers are not disposed to submit to such extortionate charges unless the earnings from the high demurrage charges are placed in a separate fund by each railroad and in-

vested in new cars of the class that earns the demurrage charges, then more cars and better service will be certain.

The Car Famine.

Grain elevator men at many points in Illinois, as well as Kansas and Nebraska, have been piling grain on the ground and shipping it in coal cars, because of their inability to obtain the box cars needed for the safe transportation of their grain. The entire country is suffering greatly from lack of rolling stock needed to care for the country's business. The western or grain carrying roads complain that the eastern lines get their cars and keep them. So much grain has been received at Omaha in coal cars that some of the terminal elevators have sent out notice that no grain shipped in coal cars would be unloaded, while others are charging \$10 a car for the labor, and grain shipped in coal cars seldom brings within 1c of the market for grain of like grade in box cars.

For many months the western railroads have been suffering for want of cars and all shipments have been greatly delayed. Grain shippers are protesting most vigorously against the poor service now being rendered by the carriers, but most of the western carriers are helpless, because so many of their cars are tied up in the east. About the only place to go for relief is the Interstate Commerce Commission, which can take some steps to force the eastern lines to release the cars of western roads.

With the movement of new corn, western shippers are likely to experience more delay than heretofore. The only thing that shippers can do to help matters is to send letters and telegrams to the Interstate Commerce Commission and keep after the railroad officials. When a car is obtained, it should be loaded quickly and to full capacity, so as to help to get the maximum transportation service out of each car. Grain elevator men are not great offenders in this matter, but it will not do any harm to speed up a little in starting cars forward.

Shippers who use written orders for cars and follow up their first order with repeated demands for the cars are much more likely to have their needs satisfied than the man who depends on a telephone message.

Sellers for future delivery must take into consideration the prospect of unusual delay, not only in getting cars, but in the delivery of car to destination, after it is loaded, and because of the delays likely in transportation, shippers must clean all grain more thoroly and avoid loading into cars grain which is damp or likely to get out of condition, otherwise they are likely to suffer heavy losses because of deterioration.

The Proposed Uniform B/L.

Shippers associations and individual shippers in all lines of business owe it to themselves to protest most vigorously and persistently against the unfair provisions of the proposed uniform B/L which the carriers have filed with the Interstate Commerce Commission. If the railroads continue to gain concessions from the Interstate Commerce Commission they will soon refuse to consider any claims for damages to shipper's property, unless an investigation fee equal to the full amount of the damage claimed is paid to the carrier at the time the claim is filed.

It has been generally presumed that the shipping public would not entrust its property to the railroads for transportation unless the railroads were clearly responsible for the same delivery of the property at destination, or the full performance of the service which the shipper ordered and for which he stands ready to pay.

Elsewhere in this number are given several of the most objectionable clauses in the proposed B/L, and to which the Council of Grain Exchanges has objected. The matter is one in which every shipper is vitally interested, and he owes it to his own business to get busy and write a letter to the Interstate Commerce Commission that will insure their giving careful consideration to the rights of all parties concerned, before permitting the railroads to adopt a form of B/L which will relieve them of many of their present liabilities for damages to property entrusted to them for transportation.

The shipping public is clearly entitled to a B/L which will require carriers to guarantee safe transportation of the property to destination, without unreasonable delay. The material advances granted the railroad companies at different times during the last year are sufficient to enable them to give the shipper what he pays for, or else to pay the full amount of his damage resulting from the railroad's dereliction. Unless the shippers quickly file a vigorous protest with the I. C. Commission the new B/L will force them to assume many hazards of transportation over which they have no control.

THE ALLEN & REILS SEED CO., Tampa, Fla., which contemplated entering the seed and brokerage business, as reported in these columns, has now been organized with a capital of \$10,000. D. C. Gillett is pres., H. F. Reils, vice-pres. and A. L. Allen, sec'y-treas.

A CONSIDERABLE QUANTITY of Pacific Coast wheat passed thru Minneapolis since the middle of August on the way to the eastern seaboard for export. If they can afford to pay the freight on this stuff clear across the continent there must be a need for supplies abroad. Only a moderate amount of this wheat was purchased for local grinding.—*Minneapolis Record.*

Protest Against New Corn Grades.

As soon as the new corn grades promulgated by the Department of Agriculture, to take effect Dec. 1st, were circulated among the members of the trade, those dealing in corn began to realize that trading in corn was likely to be thrown into confusion by having two sets of rules for grading the same crop. Anyone familiar with the handling of corn would not venture to establish new rules in the middle of a crop, and without ample notice being given previously to the trade.

It seems that the administration of the Corn Grades Act has been turned over to new hands, viz: Dr. Taylor of the Bureau of Plant Industry and Charles J. Brand of the Bureau of Markets. Dr. Duvel, who has long made a study of the needs of the grain trade, would not have thought of promulgating new grades, without first granting hearings to the dealers affected by the changes. A number of protests have been sent to the Secretary of Agriculture, and no doubt all of the grain exchanges interested in corn will follow it up vigorously. However, protests from the country are needed, and the effective date of the new grades should be postponed to Oct. 1st of next year, so as to permit the corn of 1916 crop to be handled by one set of grades.

The cash grain men of the Chicago market insist that the new rules are far too lenient with mahogany corn, as fire burned kernels are permitted in No. 4, and on the other hand the rules are too rigid against natural dirt.

It is indeed unfortunate that the administration of the Corn Grades Act should not be directed by one thoroly familiar with grain trade methods and needs. The intense jealousy of the average politician, who is always scheming for the position of the man higher up and striving to get more than his share of authority, frequently cripples departments of the government where real efficiency was being attained. It is evident that the Secretary of Agriculture has not stopped to consider the effect of the sudden changes proposed, and permitted his subalterns to promulgate the new grades without due consideration. No doubt postponement of the effective date can be obtained, if the shippers join the receivers in vigorous opposition to changing horses in the middle of a stream.

THE CARGO of the British steamer Glamorgan, which recently completed loading grain at the No. 3 Grand Trunk elvtr. in Portland, Me., where she sailed for Avonmouth, England, consisted of 49,829 bus. of corn and 157,000 bus. of wheat.

A COMPLETE seed cleaning outfit has been installed in the Oregon Electric warehouse at Portland by Johnson & Landon, who are conducting a similar business at Halsey, Ore. As the seed crop was not very promising, the installation was delayed somewhat this year, but the plant will be enlarged next year.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Saved Elevator from Destruction.

Grain Dealers Journal: We had something happen to us last week, which we think for the benefit of our fellow grain dealers, we shall tell you.

During the night a fire broke out in the cupola of our elevator, near the main elevator head. We have not been able to determine the exact cause of the fire. Fortunately our plant is equipped with an automatic sprinkler system, and eleven sprinkler heads put the fire out in a short time. The actual fire damage amounted to less than five dollars. It was a wonderful demonstration of the efficiency of automatic sprinklers, as without them we think there is no question but what our plant would have been totally destroyed.

Our fellow grain dealers who are not equipped with automatic sprinklers will do well to consider them. They have paid for themselves many times over in this one instance, by saving our plant from destruction, and the consequent loss to us thereby, even though we are fully insured.—Very truly, Meech & Stoddard, Inc., G. Ellsworth Meech, Vice-Pres., Middletown, Conn.

Where Are the Cars?

Grain Dealers Journal: Can any one tell how the present car tie up will finally be untied? We have had two months of it now, and many more are in sight from the looks of things, but still there is no stir as to a probable remedy. Is it possible that our State Railway Commissions are powerless to act in our common behalf, or at least to give the unfortunate grain shipper a little consolation as to relief in the future, be it good or bad?

What is responsible for this serious car shortage? Receipts at the markets are not large, but rather under the normal. Our particular case applies, we believe, to all shippers. At the present time we have had only three cars in the last 15 days, while we could use a car per day, as the farmers are extremely anxious to market their grain. The present high price of grain cuts no figure with us financially, if we can not handle the grain, but we must continue to purchase high priced food.

The farmers have been compelled to labor hard during this uncertain year to produce their crops, and now in the midst of prosperity they are unable to market their harvests. We are wondering where all the cars can be. On the part of some however there can be no doubt as to where they have strayed. Most of them can be found on long pulls to the seaboard, or in the western states where freight earnings mean much to the traffic managers, enabling them to pay larger dividends on the watered stock holdings. We, little measley grain dealers, can go begging for cars, and get

them when the carriers have nothing else to do.

It is high time we were locking horns with the railroads and pulling together to get at least a little just consideration.—M. J. Wagey, mgr., Farmers Grain & L. S. Co., Cambridge, Neb.

The Largest Car Load of Corn.

Grain Dealers Journal: We had C. & A. 38011, containing 126,950 lbs. or 2,266.54 bushels of corn, unloaded at the Albert Dickinson Company Sept. 18th. We do not know whether or not this car holds the record for large cars of corn, but it was so large we thought it worth while mentioning.—Yours truly, Lamson Bros. & Co., Chicago, Ill.

Obtaining Accurate Test Weights.

Grain Dealers Journal: Variations between official and shippers' test weights complained of by the Chief Inspector at St. Joseph are due in many instances to very simple causes. To obtain accurate test weights it is, of course, essential, in the first place, that the apparatus used should be in perfect working order. The bucket and beam are usually made of brass and will not rust or corrode easily, but they should be kept clean and bright. It is necessary that the pivotal steel pins at the weighing end should be kept free from rust in order to keep the knife edge intact. If these pins are stuck, the suspended bucket will not hang right.

Altho the buckets are usually substantially made, they will wear in time, and become lighter, in fact I have known the bottoms to come out. These can be repaired, but should be returned to the manufacturer, together with the beam, so that they may be adjusted to balance properly. When the sliding poise on the beam is placed at zero the balance should be perfect, the beam remaining in a horizontal position.

The proper method of procedure in weighing is to place the bucket on a firm table, hold the bag or receptacle containing the grain about three inches above the top of the bucket and pour into the center of the bucket until it is full and the grain is spilling over. Very often the shipper works at a rickety shelf, and while he is working someone comes in, puts his elbows down on the shelf or leans on it with sufficient jar to settle the grain in the bucket, causing it to contain more grain and give a higher test.

The grain above the rim of the bucket should be stroked off with a hard wood

stick by sawing back and forth across the top edge of the bucket. When the beam is used for this purpose, it should be placed very lightly on the bucket so as not to jar it and settle the grain. Variations in the shipper's and official tests are often due to the fact that the shipper, possibly when in a hurry, allows the beam to come down too hard against the bucket. It should be borne in mind that every little jar will cause the grain to settle in the bucket. An ebony stick is generally used in official sampling and testing departments, and every shipper should have one of these, which, besides being easier to handle, is much lighter than the beam, and causes less wear on the bucket.

Where more than one tester is in use, it should be carefully observed that the right beam is used for each bucket. This is very essential, as each beam is adjusted for use with a certain bucket when it leaves the factory, and will only weigh correctly with that bucket. Weight discrepancies have frequently occurred where more than one apparatus is in use in thus getting the buckets and beams mixed.

As accuracy is one of the prerequisites in testing and can only be accomplished by careful observation of important details, these should be kept in mind, and if the tester is alert and careful under proper conditions he should get correct results.—J. R. Paulson.

Shipping Wheat in Coal Cars.

Grain Dealers Journal: We enclose herewith a snap shot of the method being quite freely used in Kansas in handling the wheat situation.

This U. P. coal car was loaded in extreme western part of the state and shipped to the Lee-Warren Milling Co., at Salina, Kans., a distance of 200 miles, shipper, of course, releasing the railroad company from liability for any damage to the wheat from bad weather. There has been a large amount of wheat in the western part of this state hauled in these steel cars. It was about the only way the shipment could be moved on account of the scarcity of grain cars. Shipping wheat in this manner is expensive as it must be shoveled into wagons. When these steel cars are equipped with a dump bottom they can be handled at the elevator in the usual manner. We understand the Union Pacific has equipped many of these steel cars with canvas tops and they are being used quite extensively.—Yours truly, Salina Produce Co., Salina, Kans.



New Style of Car Supplied by U. P. R. R. for Kansas Wheat.

Contract Cancelled Because of Doubtful Value of Check.

Grain Dealers Journal: We received copy of your Grain Dealers Journal, and we are confident that you mailed same to us with no other purpose than that we should have an opportunity to read your editorial on "Contract Jumpers," page 393. To begin with, we wish frankly to acknowledge the transaction you speak of in such a sarcastic and criticising manner (without knowing the facts in the case) was made by us, but as you seem to be laboring under a false impression, we wish to submit you the plain and absolute facts in this transaction or contract as you call it, and let you be the judge as to who was in the right.

R. G. Bennett & Co. of Paris, Tenn., doing a commission and brokerage business, came to our office, examined the wheat, took a spiked sample of the car, carried same to the McKenzie Milling Co. of McKenzie, Tenn., called us over phone and we sold same to them (R. G. Bennett & Co.) over phone at \$1.33 per bushel F. O. B. cars here. Bennett asked us to ship same to McKenzie Milling Co. and they mailed us their check on the same day for amount of car wheat.

R. G. Bennett & Co., being rank strangers to us, and also having no rating in either Bradstreets or Duns, we immediately had our bank cashier call the cashier of First National Bank, of Paris, Tenn., on which the check was issued, and he positively refused to guarantee payment of the check. Consequently we immediately returned the check and wrote Bennett & Co.

We think we had a perfect right in doing so. Suppose the car of wheat had arrived at McKenzie Milling Co.'s yards, and it had claimed that it was not the same grade of wheat purchased, and the market had declined, where would we have been left? Could not R. G. Bennett & Co. have had payment stopped on the check they issued us, and we would have had a car of wheat on our hands still unsold. Following our actions in the matter R. G. Bennett & Co. immediately came to our town and entered suit against us for \$209.18 when at the trial they only claimed 11c bushel damage, which amounted to \$115.39, for which amount the magistrate gave them judgment. Then they came along and accepted a \$50 compromise. If Bennett was so positive he was right and we were wrong, we ask, Why such actions, why not stand for the \$209.18? A ten year old child can very readily see, nothing but a simple hold up.

We wish to state that Cherry-Moss Grain Co. of our city asked us to sell them the car of wheat after we had sold same to Bennett & Co. and offered us considerable more, but we would not sell to them. We told them that we had sold same to Bennett & Co., and expected to deliver same regardless of how much the market advanced, but of course after we received their check, and their own bank with whom they were doing business refused to guarantee payment, we can't understand why any sane man would expect us to take a chance on something that his own people refused to do.

In conclusion we wish to say that we have been right here in Union City in the grain business for the past eighteen years, and if any firm, individual, or any other human on earth will produce any

evidence or facts that we have ever in any sense of the word failed to live up and abide by any legitimate contract, then we are ready and willing to quit business.—Bramham Grain Company, B. C. Bramham, Union City, Tenn.

Defends Studded Elevator from Criticism.

Grain Dealers Journal: We have noticed with interest the letter in your Sept. 10th issue on page 963 in regard to the studded elevator. We do not know who wrote this, but evidently it is someone who has never been in a studded elevator and examined it thoroly.

We build studded, cribbed and steel elevators and cannot see where he gets all this information. It is a cinch he has not examined a studded elevator built in recent years. Nobody in the elevator building business but what will admit that there is a great deal of strength one way in a cribbed house that is never called upon, therefore it means a waste of a lot of good material.

We maintain that every crack in a cribbed elevator is a lodging place for weevil. There is no place in a studded elevator that is boxed or left open, or, at least, there are none in this territory, as the boxing on the inside of a studded elevator was discontinued before the writer's time in this business. On the other hand, a cribbed elevator never quits rising and falling with the loading and unloading of the house, and it is almost impossible to keep your shafting and machinery in line.

It is impossible ever to put in a hopper scale in a cribbed elevator, except on a separate and distinct foundation. We only use this comparison to show that if it is impossible to set a scale in it that the machinery also would get out of line just as easily and as quickly as a scale.

In a studded elevator the strength can easily be put where required, and there is no part of an elevator that cannot be

figured out and the strength put in according to the strain in a much better and cheaper manner than with cribbing.

We believe that the fireproof steel elevator is the coming house for the country elevator, but we do not like to see the studded elevator proposition criticised by a man who, evidently, has not examined thoroly an elevator built in recent years.—Yours truly, White Star Company, A. C. Rynders, Wichita, Kan.

How Cars Are Obtained on the Rock Island.

Grain Dealers Journal: I am enclosing some post card pictures of our wheat piles. The largest of our piles had been taken up and the pen torn down before the fotos were taken. The largest pile shown in these pictures was 200x20x8 feet and held about 25,000 bus. The smaller bin is 150x16x8 feet and has about 15,000 bus. in it and is still standing. The loose grain shown is barley, about 10,000 bus. in the piles. You will note that one of our bins burst, which caused some expense, and a lot of work.

In regard to getting cars we have simply pled with the officials of the road, and cited them to the volume of wheat that we were buying and the amount that we had on the ground but in vain.—P. S. Houston Grain Co., Gem, Kan.

Coming Conventions.

Oct. 11-13.—Illinois Farmers Grain Dealers Ass'n at Decatur.

THE DIFFERENCE in prices covering the thin grades of wheat is based on so many considerations as to make it almost impossible to quote the market where they are concerned. Velvet chaff, bluestem, marquis and mixtures, weight, color and dampness all have to be taken into consideration and a lot depends on the judgment of the buyers as to the price obtainable.—*Market Record*, Minneapolis.



How the Great Rock Island Supplies Empties to Wud-be Shippers at Gem, Kan.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Old Claims for Cooperage Barred.

Grain Dealers Journal: Can I collect a large number of claims I have against the Omaha road for providing grain doors and cooperage, under that company's tariff allowing 80 cents per car?—Minnesota Shipper.

Ans.: These claims are barred under the Minnesota statute of limitations, Sec. 7701, requiring the action to be begun within 6 years.

Mill for Corn Cracking?

Grain Dealers Journal: What style of grinding equipment is best adapted to crack corn with the least amount of waste?—Burdette Bros., Rutland, Vt.

Ans.: Ordinary milling machinery makes a great deal of waste, as it is adapted to mashing the grain for the stomach of the hog or cow, but for poultry feed a granular sharp product is desired with the minimum of flour; and this requires a steel roller mill with corrugations ground to give a cutting effect on the corn. By having a sharp, cutting roll running at a suitable differential corn can be cut up with an astonishingly small percentage of waste.

Even without the best mill a well-finished product can be obtained by running the stock from the mill thru a cracked corn separator and grader, the output from which will please the most fastidious poultryman.

Set of Screens for Clover Seed?

Grain Dealers Journal: Are sample pans made for clover seed having bottoms with screens with holes 1/15, 1/16 and 6/28 inch? I have reference to a set of three, one telescoping within the other.—H. G. Boyd.

Cyanide Treatment of Beans?

Grain Dealers Journal: How are weevils and their eggs in beans and peas destroyed, and is cyanide used for this purpose? Are the beans treated with cyanide unwholesome?—Herbst Bros., New York.

Ans.: In the cyanide treatment the gas only comes into contact with the beans and peas, the solid potassium or sodium cyanide and liquid sulphuric acid remaining in the stoneware crocks in which the gas is generated. After the weevil are killed the gas passes off leaving the beans perfectly harmless.

The room containing the beans to be treated should be made practically airtight. Small crocks are distributed in the room, and only partly filled with a dilute solution of sulphuric acid in water. Having everything thus ready the operator drops lumps of cyanide of potassium into the crocks and quickly makes his escape without breathing any of the vapors coming from the crocks.

A room 20x30x10 ft. requires 53 oz. of cyanide, 80 oz. liquid measure of sulphuric acid and 120 oz. liquid measure of water. As much as three pounds of cyanide may be dumped into one crock of dilute acid of 2 to 3 gallons capacity. The gas should be left in the building 5 to 24 hours. All persons should be kept out un-

til after it has been opened and aired.

If the beans have been water-soaked they will retain enough gas to poison any person eating them before the dampness has evaporated. In the quantity used for fumigation the mixture of gas with air will not explode.

How to Exterminate Rats in the Elevator?

Grain Dealers Journal:—If the Journal has knowledge of the best way to exterminate rats in the elevator I would like to be let into the secret.—F. A. Wallin, Dixon, Neb.

Grain Dealers Journal: Is there a rat virus which when distributed inoculates rats and mice with a disease, the germs of the disease remaining and communicating to each succeeding brood of rats?—John E. Hughes, Assaria, Kan.

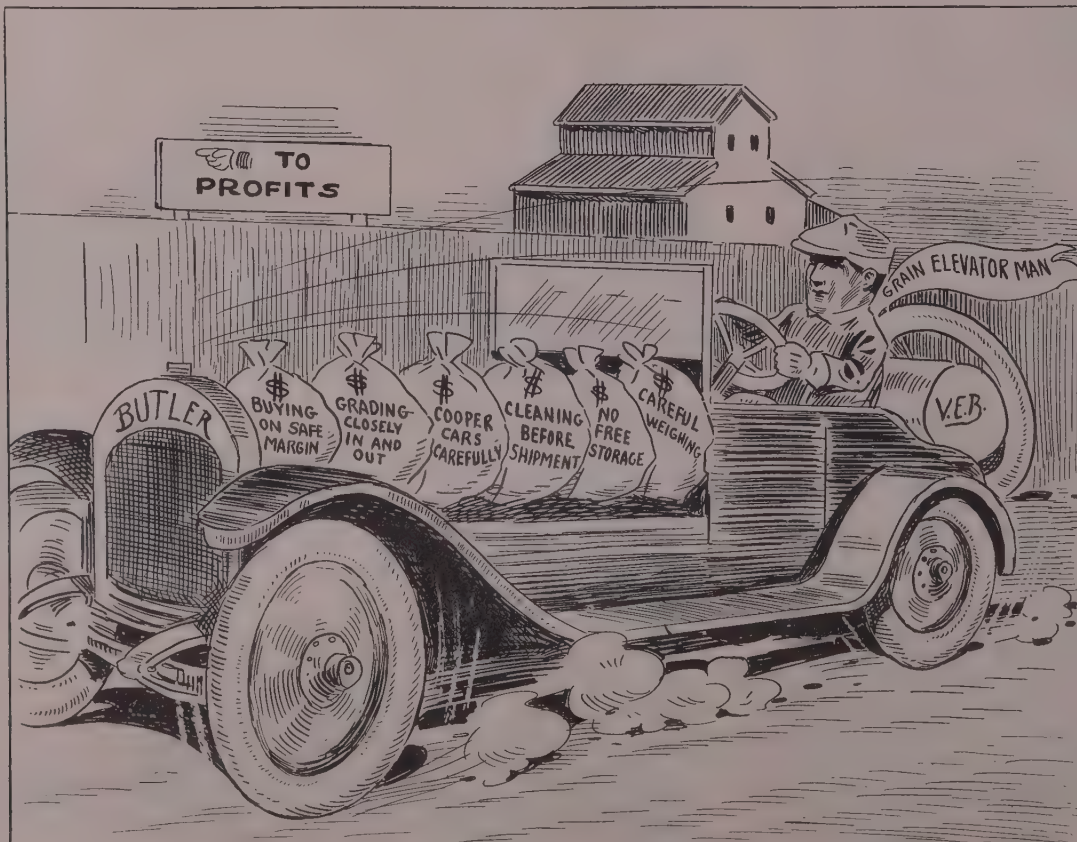
Ans.: Poison is the reliable way to exterminate rats. A small quantity of poison mixed with chopped beef or fish will kill a great number of rats in a single night. The first night the fresh meat is placed in their runways without poison, and, as they eat it with no ill effects, the next night they partake freely of the poisoned meat and die by scores. A powdered poison ready for mixing with the meat is sold by the San-O-Zone Chemical Co., Kansas City, Mo.

The rat virus which inoculates the rodents with a disease from which they die is furnished by the Pasteur Laboratories of America, of Chicago, Ill.

Is Proof of Leak Necessary to Recovery for Shortage?

Grain Dealers Journal: Does a car of grain have to be leaking to get payment on claims for shortage at destination?

The New Butler Six.



Grain Dealers who desire Safe Traveling and a Snug Sense of Sureness that they will Reach Destination Promptly will Ride in this Car Always.

What was the Supreme Court ruling on it?—E. O. Billingslea Grain Co., Fred-erick, Okla.

Ans.: Testimony that a car was seen leaking grain is the best proof that grain leaked out; but it never proves how much leaked out, and for this the figures at point of loading are taken by the court, when the shipper can substantiate by testimony of his weighman his claim of the actual amount put into the car. After a shipper has proved that he placed a certain weight of grain in the car it is immaterial whether the grain leaked out, was stolen or erroneously weighed out at destination, and the railroad company will be required to make good the shortage, under the decisions of the supreme court, in *St. Anthony & Dakota Elevator Co. v. Great Northern Ry. Co.* 149 N. W. 471; *Justin Mill & Elevator Co. v. Gulf, Colo., & Santa Fe Ry. Co.* 168 S. W. 411; *P. E. Morris v. Soo Road*, 141 N. W. 204.

When Does Title Pass?

Grain Dealers Journal: The Milwaukee Chamber of Commerce, in common with other grain exchanges, has a rule requiring its members who make advances to country grain shippers on shipments, to charge interest up to the time the grain is unloaded, or in case the grain is re-shipped out of the market, to charge interest for not more than seven days from date of its sale to the outside buyer. I understand that the Board of Directors of the Chamber of Commerce has recently held that members of that exchange in selling grain to outsiders, cannot properly be charged interest, because the rules of the organization provide that when the seller delivers an order on the railroad company to handle the car in compliance with the buyer's instructions, he may demand from the buyer the approximate value of the grain, and upon receipt of such payment seller automatically transfers title to the grain to the buyer.

Now I am not interested, or at least I think I am not interested, in whether or not the central market buyer has to pay

interest on advances he gets on my grain, but what I am interested in is when do I lose title to the property and up to what point must I guarantee the grade and weight of my grain? If my shipment to a market is not weighed there, the buyer or the commission merchant cannot render me an account of sales. Suppose my shipment was sent to Milwaukee, resold and wrecked 15 or 20 miles beyond Milwaukee, or held on a siding until it spoiled, would the railroad company be responsible to me, or to the buyer who bought the car from my commission merchant or from the track buyer to whom I had sold? To what point must I be the guarantor of the quality and weight of my shipment?

If the rules of other markets would be likely to change the period for which I am responsible for my grain, I would like to know of it. As a shipper to different markets, it seems important that I be advised of the full extent of my responsibilities, in order that I may adopt some means of protecting myself against unexpected losses. Any light on this subject will be greatly appreciated by—An Iowa Shipper.

THE PROBABLE YIELD of wheat in the whole of Spain for the current crop year is placed at 152,918,407 bus., as compared with 139,297,753 bus. in 1915 and 153,219,700 bus. in 1911—the latter a record year. It is calculated that the current crop added to the stocks left over from last year and the quantity imported to date will make an available supply of about 165,345,000 bushels, which is thought to be considerably more than is necessary to supply the needs of the country. The barley crop is estimated this year at 81,895,415 bus., compared with 82,971,439 in 1915; the rye crop at 28,736,963 bus., compared with 26,102,082 bus. in 1915; and the oats crop at 36,267,633 bus., as compared with 36,948,861 bus. for the previous year.

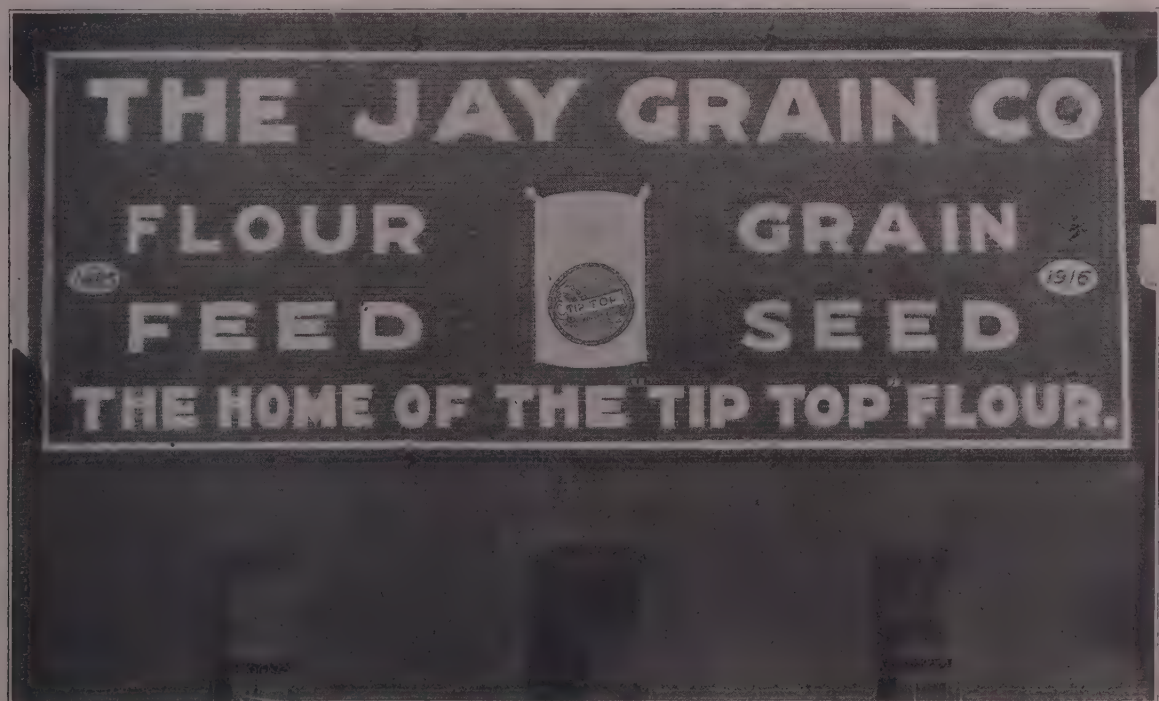
An Attractive Three-Color Sign.

S. A. Miller, the live manager at Mulberry, Ind., for the Jay Grain Co., has taken advantage of the advertising value of one of the elevator walls. A good sign painter came along recently and Mr. Miller asked him what could be done in the way of advertising "Tip Top Flour" in the space allotted by the elevator wall. The engraving reproduced herewith shows the result.

The words "flour, feed, seed, grain" are painted in a chrome yellow and form a striking contrast with a background of pale green. The other words and the reproduction of the flour sack are in white. The sign measures 36 feet long, and 14½ feet high and was painted at the rate of 4c per square foot. This amounted to about \$21. As the sign should last for many years the expenditure of this amount for permanent advertising will prove a lasting asset to the company.

A very reasonable charge for sign or bill board advertising is \$10 per month, depending of course upon the location of the board and the number of people likely to glance at it each day.

A GRADUAL FALLING OFF in the production of castor beans, which was at one time carried on quite extensively in sections of Illinois, Missouri, Kansas and Oklahoma, has been general in these states for years, and this crop is now almost entirely negligible in these sections. It was never a very profitable crop. The rate of yield per acre was always small, 10 to 20 bus., and the price to growers too low to admit much profit. Lately low tariff and the high cost of labor in this country, compared with India, where most of the beans used for consumption are produced have further worked against the industry. Considerable quantities of castor beans are annually imported. Castor oil long paid a duty of 35c a gallon, but now only 12c.



A New Sign at Mulberry, Ind., Size 14½ x 36 ft.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Sept. 9.—The crop estimate for Manitoba, Saskatchewan and Alberta, Canada, on Sept. 1 is as follows: Wheat, 10,597,000 acres at an average yield of 16.8 bus. per acre making 167,432,600 bus.; oats, 6,919,000 acres, yield 40.5 bus. or 280,220,000 bus.; barley, 1,787,000 acres, yield 25 bus. or 44,675,000 bus., and flax, 643,000 acres yielding 10.5 bus. or 6,751,000 bus.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

IDAHO.

Caldwell, Ida., Sept. 21.—Wheat good.—A. F. Isham, of Idaho Mfg. & Feed Co.

ILLINOIS.

Red Oak, Ill., Sept. 11.—Oats yielded 45 to 70 bus., barley 25 to 50 bus. Rye was not a very good crop, yielding an average of about 12 to 15 bus. With good weather corn promises to be a fair crop.—C. A. Phillips, agt., B. P. Hill Grain Co.

Manito, Ill., Sept. 22.—Wheat sowing has started and the usual crop acreage will be planted in this section. The heavy frosts we had on the nights of the 15th, 16th and 17th damaged the late corn considerably, especially in the low land.—A. R. Harbaugh, mgr., Smith-Hippen Co.

Decatur, Ill., Sept. 21.—Taking an average of the figures supplied this office from the dealers and the chief crop reporters, our final report on the state as a whole follows: Condition of corn as compared with normal, 73%; Average amount of last year's corn crop back in farmers' hands at this time, between 3 and 5% of total yield. About 62% is the average of the amount of oats yet to be shipped of this year's crop in Illinois. Seven out of the nine districts reporting as to probable wheat acreage show an increase ranging from 3 to 36 per cent. One district's estimate is for the same acreage as last year. In the extreme southern part of the state there will be less wheat sown. The average wheat acreage as compared with last year is 114%.—E. B. Hitchcock, Sec'y, Illinois Grain Dealers Ass'n.

INDIANA.

Hope, Ind., Sept. 15.—Corn crop here good; is maturing well; will soon be out of danger from frost.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

IOWA.

Stanwood, Ia., Sept. 20.—Corn will be a good crop here this year. Farmers think corn is farther advanced than anticipated before frost.—Jos. P. Christianson, agt., King-Wilder Grain Co.

Hornick, Ia., Sept. 18.—Corn here was badly damaged by the recent frosts. There will be quite a large acreage of winter wheat planted if weather permits.—H. L. Schmutz, agt., Holmquist Elvtr. Co.

Des Moines, Ia., Sept. 19.—On the morning of Sept. 18, a killing frost with freezing temperature occurred in many localities in the central and eastern counties. Late corn, on low ground, was injured in those sections, but over the larger portion of the state the crop, as a whole, has been but slightly damaged. Dry weather continues in the south central counties, and, as a result, fall plowing and seeding is being delayed. Unless rain comes soon the acreage of winter wheat in those counties will be greatly reduced. The rains on the 11th and 12th in the southwest and southeast put the soil in excellent condition and plowing and seeding are progressing rapidly. Some wheat is up and shows a good stand. Silo filling and shocking corn is being rushed.—Geo. M. Chappel, Section Director, Iowa Sec. U. S. Dept. of Agriculture, Weather Bureau.

KANSAS.

Uniontown, Kan., Sept. 23.—Corn crop will be short account dry hot weather in July and August; late rains helped late corn so there will be more corn than we expected.—Goodlander & Konantz.

Assaria, Kan., Sept. 13.—The corn is practically destroyed as a crop, but several fields in favorable locations will perhaps go 20 to 30 bus., of poor quality. Plowing which was practically stopped is now going on with a rush owing to a fine rain of about 2 inches, which fell Sunday and Monday nights, the 10th and 11th, and some seeding will be done the last of this week. Plenty of soft wheat is going in here too, owing to the fact that the fly did not damage it as much as the hard here the last two seasons.—John E. Hughes, mgr., Farmers Elvtr. Co.

MICHIGAN.

Onekama, Mich., Sept. 14.—The bean crop is the same as last year.—W. B. Burmeister.

Mt. Pleasant, Mich., Sept. 14.—The bean crop is better than we anticipated 3 weeks ago.—Will Francis.

MINNESOTA.

Twin Valley, Minn., Sept. 20.—The crop in this section is extremely poor.—O. A. Nordby.

Alvarado, Minn., Sept. 11.—Crop light; quality grain poor.—A. H. Nystrom, mgr., Atlantic Elvtr. Co.

MISSOURI.

Columbia, Mo., Sept. 15.—The corn crop is out of danger of frost. Some of it is being cut. Silos are mostly all filled.—Boone County Mill & Elvtr. Co.

MONTANA.

Bozeman, Mont.—Our wheat crop will not amount to over 55% of the 1915 crop but the quality of the winter wheat is excellent. The quality of the spring wheat is also good except in some sections of the benchland where it was shriveled by the drouth. Our oats crop is as large as usual, except in Eastern Montana, where dry weather was prolonged. The quality of our oats is as fine as ever grown. Our barley crop was equal to normal in quantity and quality. The flax crop is good. So much winter wheat was frozen out last winter I believe many farmers will substitute spring wheat the coming season. Many millers are encouraging the planting of Scotch flax and Marquis spring wheats.—R. T. Trask.

NEBRASKA.

Osmond, Neb., Sept. 20.—Oats was a good crop in northeastern Nebraska, and prices are good. We had a killing frost on the 14th, but corn is out of danger.—W. A. Philpott, agt., McCaull, Webster Co.

NEW YORK.

Auburn, N. Y., Sept. 11.—Barley 60%, price good, \$1 per bu. to the farmer. Good color, light weight.—Swartwout & Sharer Co.

Auburn, N. Y., Sept. 11.—Oats very light in weight and turning out badly. Wheat is about the same way. Quality not extra. Quality of barley is fair, yield light. Corn less than half crop. A big hay crop.—D. L. Ramsey & Son.

Auburn, N. Y., Sept. 11.—Wheat yielding an 80% crop. Taking into consideration old wheat it makes all told a 90% crop. Barley 75. Buckwheat 75-80% normal. Oats 70%. Rye 80%.—E. P. Cady, mgr., Merchants Grain Co.

NORTH DAKOTA.

Hesper, N. D., Sept. 18.—Crops are poor here; mostly No. 4 wheat. Flax is good and rye fair.—Carl Holje, agt., Powers Elvtr. Co.

Kongsberg, N. D., Sept. 20.—Fall wheat will yield from 5 to 15 bus. and average 50 lbs. per bu. Rye, oats and barley making average crops.—W. Whipple.

Tunbridge, N. D., Sept. 20.—Wheat in this section yielded from 4 to 12 bus. per acre. Rye yielded from 13 to 20 bus. and barley 12 to 15 bus. per acre.—H. O. Balke, agt., D. H. Uglund.

Hazen, N. D., Sept. 22.—Wheat in this section is pretty light. Flax is yielding good and is of good quality, while corn is the best crop Mercer and Oliver counties have ever raised.—F. W. Haas.

Glen Ullin, N. D., Sept. 20.—Wheat grading mostly No. 4, and is a light yield. Barley is light and yielding about 25 bus. Flax, however, is of good quality, and yielding about 12 bus. in this section.—T. T. Bakke.

New England, N. D., Sept. 13.—A large acreage of wheat not cut in this vicinity on account of the black rust damage. Wheat yields from 3 to 10 bus. per acre; mostly feed wheat. Flax and coarse grains are a fair crop.—E. J. Freeman.

Regent, N. D., Sept. 12.—There is very little wheat this year, and it is practically all feed wheat. Oats are light, and yielding rather poorly. Flax crop is medium, and tho' there is a little larger acreage, there is not any more flax as a whole.—F. L. Schnebly, agt., Empire Elvtr. Co.

SOUTH DAKOTA.

Ortley, So. Dak., Sept. 12.—Durum wheat is very poor, yielding from 3 to 5 bus. per acre, oats 20 bus., barley, 15 and of fair quality.—Beckner Grain Co.

Dupree, S. D., Sept. 20.—In the vicinity of Dupree, S. D., grain runs from 10 to 30 bus. per acre. Where the ground had been properly farmed, the returns are good and the grain is of a good quality.—W. T. Searson.

TENNESSEE.

Beans Creek, Tenn., Sept. 8.—Wheat crop here is very poor. Nearly all of it was damaged by wet weather. The corn crop is good.—J. C. Bruden.

TEXAS.

Plainview, Tex., Sept. 10.—Crops about 20% of last year thru this section and will need this for home consumption.—A. G. Cox, of Cobb Grain Co.

Texline, Tex., Sept. 15.—Very little wheat raised in this locality this year, but a good acreage being sowed this fall. Maize crop will be good, corn is short. Texline Grain Co.

SHIPS may be scarce, as alleged, but there was afloat for Europe on Sept. 1 45,650,000 bus. wheat, against only 18,850,000 bus. on Sept. 1, 1915.

Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

	Sept. 11	Sept. 12	Sept. 13	Sept. 14	Sept. 15	Sept. 16	Sept. 17	Sept. 18	Sept. 19	Sept. 20	Sept. 21	Sept. 22	Sept. 23
DECEMBER WHEAT.													
Chicago	154½	150%	149½	149%	147%	148%	150	149%	150%	153%	155%		
Minneapolis	160	157½	158	155½	157½	154%	156½	158	158½	161%	162%		
Duluth	158½	156%	156½	156½	156½	154%	155½	156½	157	157½	161%	162%	
Omaha	151½	149	144½	146%	144½	145%	147%	147½	147½	150%	153%	155%	
St. Louis	154½	151½	151½	148½	150	147½	148½	149	150%	153%	155%		
Kansas City	150%	147½	147½	144½	145½	143%	144½	146½	146½	146½	149½	151½	
Milwaukee	154½	151	150%	148½	149½	147½	148½	149	149½	150½	153½	155½	
Toledo	161½	158½	158½	156½	156½	154½	155½	157	157	160½	162%		
*Baltimore	162%	157	157	157	159%	157½	158½	159%	159%	160½	162½	164½	
Winnipeg	151½	147½	148½	147½	147½	145%	146%	147½	148½	148½	151%	153%	
DECEMBER CORN.													
Chicago	72%	71%	71½	72%	72	73	73%	73%	72½	72½	73%	73½	
Kansas City	71%	70%	71½	70½	71%	71%	72%	72½	72	71%	72½	72½	
St. Louis	72%	71%	72	71½	72%	72%	72½	73%	72%	72½	73%	73%	
Omaha	68	67	66½	67½	68	68½	69	69	68½	69	69½	69½	

*Sept. del'y.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

IDAHO.

Caldwell, Ida., Sept. 21.—Great deal wheat has already changed hands; cars are all closed.—A. F. Isham, of Idaho Mlg. & Feed Co.

ILLINOIS.

Manito, Ill., Sept. 20.—Not much grain moving now. Farmers are very bullish and cars are very scarce.—A. R. Harbaugh, mgr., Smith-Hippen Co.

Red Oak, Ill., Sept. 11.—Farmers are nearly done threshing. Marketing barley and rye, but not much oats. Farmers are already feeding some new corn. Prospects are that no corn will be marketed here this year.—C. A. Phillips, agt., B. P. Hill Grain Co.

INDIANA.

Hope, Ind., Sept. 15.—Old corn all sold.—C. L. Stafford, sec'y-treas. Stafford Grain Co.

IOWA.

Hornick, Ia., Sept. 18.—A little wheat is being delivered, very little oats and no corn.—H. L. Schmutz, agt., Holmquist Elvtr. Co.

KANSAS.

Uniontown, Kan., Sept. 23.—Corn being shipped in to finish feeding hogs for market.—Goodlander & Konantz.

Assaria, Kan., Sept. 13.—There is not very much doing in the way of grain movement here, as the farmers are holding for the \$1.50 mark, tho' there are many of them who will not let go even at that price.—John E. Hughes, mgr., Farmers Elvtr. Co.

MISSOURI.

Columbia, Mo., Sept. 15.—Old wheat is all sold out here.—Boone County Mill & Elvtr. Co.

NEBRASKA.

Osmond, Neb., Sept. 20.—There is quite a bit of stack threshing to be done here yet.—W. A. Philpott, agt., McCaull, Webster Co.

NORTH DAKOTA.

Glen Ullin, N. D., Sept. 20.—This station will probably market about 200,000 bus. of grain this year.—T. T. Bakke.

Tunbridge, N. D., Sept. 20.—Threshing is nearly done, and the elvtrs. and granaries are not bulging out much in this section.—H. O. Balke, agt., D. H. Uglund.

OHIO.

Dayton, O., Sept. 9.—We feel sorry for country elevator that shipped car wheat to Baltimore with new and old wheat mixed, for which he paid full price and was cut \$300 on the car. Hope he will learn after a while. The trouble is the track buyers bid the limit on wheat and the country dealer gets crazy and bids full

price for old stuff weevily and musty, and thinks it will get thru if mixed with 60 or 62-lb. new wheat.—Durst Milling Co.

SOUTH DAKOTA.

Ortley, So. Dak., Sept. 12.—About 80% of the threshing is done here.—Beckner Grain Co.

WISCONSIN.

Milwaukee, Wis., Sept. 16.—A rather unusual sale was made in the Milwaukee market recently when the Chas. A. Krause Milling Co. purchased 2 cars of wheat from the Mohr-Holstein Commission Co. for shipment from a point in western Ohio.

Grain Exports Heavy.

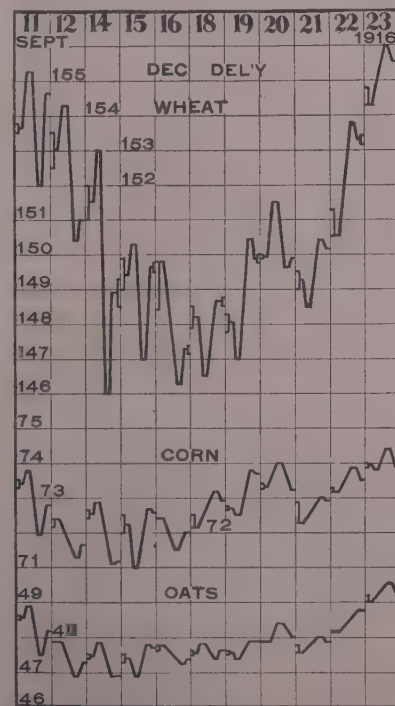
A CARGO OF GRAIN was taken out from Portland, Me., in the British steamer Llanover, which sailed from that port on Sept. 13. The Llanover was bound for Queenstown, for orders, the final destination of the cargo evidently not having been decided upon.

THE PEARLMOOR, a large British steamer of the trunk type of freighters sailed from Boston on Sept. 10 carrying considerably more than 320,000 bus. of oats which she was booked to load. The steamer was enroute to a Mediterranean port, where she will deliver her consignment to the Italian government.

SEVERAL STEAMERS have arrived recently at Portland, Me. to load grain for Europe, viz., the Gratengen from Gibraltar, coming via Sandy Hook to load for the Belgian relief and the Norwegian steamer Glena, coming from Certe, France, to take on about 140,000 bus. of grain. The steamer Britta is on the way from Norfolk.

Chicago Futures

OPENING, high, low and closing quotations on wheat, corn and oats for December delivery at Chicago for the last two weeks are given on the chart herewith.



Exports of Grain Weekly.

Wheat.		Oats.	
1916.	1915.	1916.	1915.
July 4, '14, to July 3, '15:			
314,473,000	192,348,000	101,585,000	17,702,000
July 3, '15, to July 1, '16:			
356,036,000	303,441,000	125,709,000	101,626,000
July 8: 7,071,000	1,890,000	2,570,000	2,410,000
July 15: 7,963,000	2,949,000	4,299,000	2,329,000
July 22: 8,327,000	1,548,000	3,411,000	2,850,000
July 29: 8,891,000	3,809,000	3,085,000	1,846,000
Aug. 5: 7,032,000	1,971,000	3,381,000	1,382,000
Aug. 12: 5,782,000	3,841,000	4,403,000	697,000
Aug. 19: 5,813,000	3,100,000	4,180,000	397,000
Aug. 26: 7,316,000	4,302,000	3,447,000	290,000
Sept. 3: 7,679,000	5,317,000	2,857,000	1,700,000
Sept. 9: 8,641,000	4,785,000	1,840,000	761,000
Sept. 16: 7,255,000	5,464,000	2,744,000	1,890,000
Total: 77,750,000	38,079,000	35,495,000	16,872,000

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Rock Island 49883, passed thru Carlos, Ind., Sept. 23, eastbound, leaking yellow corn considerably at side on end of car.—Carlos City Grain Co.

L. V. 70772 passed thru German Valley, Ill., Sept. 22, eastbound, leaking wheat badly at side door. Called attention of train men.—H. A. Hillmer Co.

Can. Pac. 48374 was seen at Manito, Ill., Sept. 22, leaking barley badly around drawbar. Lost about 8 bus. in yards here. Same was reported and set out for repairs. Car was loaded at Davenport, Ia. and consigned to St. Louis, Mo.—C. E. Harbaugh, with Smith-Hippen Co.

M. K. & T. 190277 passed thru Powell, Neb., Sept. 21, leaking wheat badly at doorpost. I had no chance to repair leak. If all agts. would watch for leaks we would not have so much trouble collecting for shortage on our cars of grain. I lost \$160 in shortages last year.—C. W. Samms.

....17 cars, filled with wheat, were ditched in a wreck half mile north of Troy, Tex. The wheat was nearly all spilled on the ground and the cars are a total loss. Some of the wheat was loaded into other cars and we presume sold to some dealer. Could not ascertain car initials and numbers.—Maedgen Grain Co.

Soo. 23242 passed thru Bordulac, N. D., Sept. 20, eastbound, leaking No. 4 wheat at door post. Could not fix leak.—O. R. Beckley, mgr. E. A. Roach Elvtr.

C. M. & St. P. 80100 passed thru Ferguson, Ia., Sept. 18, leaking barley badly at door post.—C. E. Adkins, mgr. Farmers Elvtr. Co.

Erie 76129 passed thru Ambia, Ind., Sept. 18, eastbound, in L. E. & W. train, leaking yellow corn at the drawbar. I asked the crew to set the car out and they would not.—Jesse Summers, mgr. Ambia Grain Co.

C. M. & St. P. 51612 was set out at Buck Grove, Ia., Sept. 17, leaking wheat badly at drawbar. Seal V 32616 and V 32615.—Paul Schoening.

A. T. & St. Fe 17358 passed thru Agenda, Kan., Sept. 16, leaking wheat at door of car. Trainmen tried to plug same.—F. B. Fulton.

C. G. W. 23976 was set out at Onawa, Ia., Sept. 15, leaking wheat badly at end. Section men picked up the wheat and loaded back in car and plugged the hole with burlap.—Farmers Elvtr. Co.

103507 passed thru Bushnell, Ill., Sept. 14, northbound, leaking wheat badly.—Geo. W. Cole Grain Co.

N. Y. Cen. 229017 passed thru Walnut Grove, Minn., Sept. 14, leaking barley at drawbar.—Commander Elvtr. Co.

Erie 73173 passed thru Belle Center, O., about Sept. 11, leaking oats.—Belle Center Hay & Grain Co.

C. M. & St. P. 61606 was set out at Bonilla, S. D., Sept. 8, leaking wheat badly at end.—J. E. Rush, agt. Siberz Bros. & Craig.

C. M. & St. P. 84248 passed thru Waldheim, Mont., Sept. 5, eastbound, leaking wheat from door.—W. J. Panks, of Round-up Elvtr. Co.

A. T. & S. F. 44211 passed thru Wolcottville, Ind., Sept. 4, eastbound, via Wabash R. R., leaking oats from side of car; looked like broken doorpost, door was partly open.—Jay P. Strock.

Stored Grain in Montana.

Montana elevator men may consider their business greatly interfered with by the many rules and regulations being promulgated by chief grain inspector J. E. Templeton, but if they are fully aware of the troubles accruing to elevator men of other states who are absolutely free from all regulations, they will welcome some of the rigid rules and regulations being promulgated from time to time by the chief grain inspector of Montana.

The state rules and regulations are designed primarily to safeguard storage receipts and to prevent misunderstandings between the elevator man and the grain grower as to whether the grain was left at the elevator for storage or was sold to the elevator. The new rules just issued by the department require all dealers in grain licensed by it to issue each day a cash check or a storage receipt for each lot of grain received. If all country elevator men adopted this rule in their business, farmers who deliver their grain and drive home without receiving a check or a storage receipt could not come in the following week, when the market has declined, and insist that they sold the grain, or come in when the market has advanced and insist that they simply stored it. It places an effective check on disputes of this character for all time and makes it easy for the elevator operator to determine each day how much stored grain he has in the house.

While it may be somewhat galling to many grain elevator operators who prefer to conduct their business according to their own ideas, the rules and regulations just promulgated will in the end prove beneficial to the elevator operator, as well as to the grain grower, and they should terminate the free storage abuse for all time to come. The new rules will prove of real interest to dealers in states where no regulation is provided, and the free storage abuse is the bane of the elevator man's existence. The rules as promulgated follow:

RULES AND REGULATIONS.

1. Stored grain is hereby declared to mean all grain, not actually purchased, that is delivered to an elevator, warehouse or public warehouse if placed with other grain and mixed so that the identity of the different lots is not preserved.

2. All dealers in grain, licensed by this department, are instructed to issue each

day either a cash check or a storage receipt for each lot of grain received. All grain received from one owner during any one day may be construed as a single lot.

3. All receipts issued for stored grain shall be in the form prescribed by the Chief Grain Inspector designated "Form 12a," which is reproduced herewith. No deviation from this form will be permitted without the written consent of the Chief Grain Inspector, except that any of the ordinary forms for making a record of purchase may be placed on back of receipts.

4. Before any storage receipts may be issued, each Public Warehouseman shall submit to the Chief Grain Inspector two copies of the form prepared for his use, including all copies for office or other purposes. One copy of each set will be filed in this office and the other approved (if correct) and returned.

5. If storage receipts are prepared in duplicate or triplicate, the original must always be given to the owner of the grain and all copies retained by the warehouseman must have plainly printed on them the words "COPY—NOT NEGOTIABLE" or in some equally distinct manner show that they are not original receipts. (The law provides that the word "DUPLICATE" shall be used on receipts issued to replace any that may be lost or destroyed.)

6. Each storage receipt issued must plainly show the amount of any account the warehouseman may have for cash, merchandise, etc., against the owner of the receipt. If for cash, such account shall be considered as a loan rather than advance on purchase unless it is clearly shown that an actual purchase of the grain has been made. Each receipt that is outstanding will be considered as an obligation against the warehouseman for exactly what is shown on its face, subject to the lawful charges or any chattel mortgage, lien or other legal obstacle to the title of the grain embraced therein.

7. The correct name of issuing concern shall appear on all storage receipts. (This rule is necessary for the reason that so many abbreviate their names to such an extent that they are not distinctive from similar ones. For instance, "Farmers Elevator Company" is not sufficient if the correct name is "Farmers Elevator Company of Helena, Montana.")

8. In determining the grade of grain offered for sale or storage, licensed dealers will be governed by the official grades established by the Grain Grading Commission of this state.

THE LOWLY BEAN was honored recently at St. Paul when peered into, desicated and analyzed by a number of the high-brow set of chemists and food experts working for the state board of control. The board has to feed all the state institution patients, and beans once \$2.50 a bushel, now sell for about \$7.50. The state board wants to know what's in the bean and what could be used as a suitable substitute.

Michigan Bean Jobbers' Meeting.

The 24th annual meeting of the Michigan Bean Jobbers Ass'n was called to order by Pres. W. J. Orr of Saginaw at 2:40 p. m., Sept. 13 in the banquet hall of the Pantlind Hotel with about 150 present.

F. F. Flaherty of Charlotte responded to an address of welcome by a representative of the Mayor; and Mr. Orr delivered the following address:

President's Address.

The year closing has been the most interesting in the bean business that we have had during this entire period. Notwithstanding the combined efforts of the growers to secure and establish fixed prices for beans, that "old-time regulator," which has in the past and, in my opinion, will in the future continue to actually fix prices—namely, "Supply and Demand"—put our beans up to a higher standard of value than has ever been attained before or even dreamed of.

We have just reason for feeling that the world at large is fast coming to realize the extraordinary good qualities of Michigan pea beans for physical and mental existence. They supply the system with the necessary protein to enable us—to say the least—to ask enough for them when a scarcity or a war scare arises, as has existed during the past year.

The work of this Ass'n is at times difficult. Its activities are important and varied, and its possibilities in this rapidly growing agricultural industry cannot be exaggerated; therefore, we need and require the assistance of strong men and strong minds.

Our Ass'n is in a strong, healthy condition, physically and financially. The ability and industry of our official predecessors in office have borne their logical fruit in a record of achievement in which they and we have reason to feel proves its most wholesome, popular esteem. Our task of keeping this Ass'n at its present high level and carrying it on if possible to greater usefulness and success will need all of our combined efforts.

We should try to make this Ass'n the greatest organization in the interests of grower and consumer of beans of any organization that exists in the world of agricultural products in order that we may hold the confidence of the people, and to also work with the public authorities of this great nation for the common good in giving to the people the best food for muscle and mind in existence.

We can now boast of a membership of 284, an increase of 58 members for the year, and this organization should have the friendly aid of every member. It is your organization, created and maintained by you for the general good of the industry and all interested in the same, and the service offers tangible benefits to the entire state and country at large.

The undertaking of the presidency on my part a year ago imposed a burden which I would not have accepted unless I felt

MAIN OFFICE AT MINNEAPOLIS, MINNESOTA	AMERICAN ELEVATOR COMPANY		NO.
	Mont.,		191
	Operated as a Public Warehouse Under License Issued by the State Grain Inspection Department of the State of Montana.		
	Received in store from		
 Bushels of		
	(Kind and grade of grain)		
	Gross lbs.	Weighed and graded by	
	Tare	Subject to an account of \$	
	Net lbs.	for cash or merchandise we have furnished or become responsible for.	
	Gross bus.	This lot of grain has been stored with grain of the same kind and grade and similar quantity and grade is deliverable upon the return of this receipt properly endorsed by the person to whose order it was issued and the payment of the proper charges for storage and handling.	
Dockage	This grain is insured for the benefit of the owner.		
Net bus.	AMERICAN ELEVATOR COMPANY		
	By	Agent	

sure you would all personally stand by me, and I am glad and thankful to say to you all that you have done your part well, and I hope that my efforts may command in a small way the esteem which your efforts have commanded with me in my work, as I can truthfully say that I have yet to discern the first evidence of anything but fairness in all your dealings.

Advancing Prices Made a Profitable Year.—The year closing looked discouraging at the beginning, and, as stated to you by our ex-president in his address at Ann Arbor a year ago, it did not look very bright, and it was considered at that time that it would fall far behind normal years. We have lived the year thru, and what appeared to be a dark outlook proved to be a very bright one in so far as prices and profits were concerned; consequently it seems necessary at this time to caution you in starting out to handle the new crop in probably a little different way than the old crop was handled.

In many places in this state the farmer received as much for his beans as they were worth that day on the market if they had been ready for sale, but by the time they were ready for sale market advances had produced a substantial gain and profit. This sometimes proves very misleading to the dealer, who is prone to feel "I made so much money last year, and I should make just as much this year," and he goes at the work in the same manner he did before, only to find that when the year is ended he has been a great loser instead of a great profit-taker.

From government reports and other data it is evident that our 1916 crops should be sufficient to supply ordinary needs. If the European war continues there is likely to be a shortage in the world's available supply of grain and certain other crops. Exports of foodstuffs to Europe during the last year have amounted to over \$400,000,000, and, altho these exports are now less than in the first part of the war, still they are fully 200 per cent greater than in peace times, and they promise to continue heavy while the war lasts.

If, on the other hand, hostilities should cease before the crops are marketed Europe will turn to the harvests of Russia and other nearby countries, and much of the present tremendous demand for United States foodstuffs will vanish; consequently rumors of peace will naturally tend to make prices more or less unstable.

Selling Futures.—The greatest menace to our industry today is the selling of "futures." It is neither fair to the grower, the shipper, the wholesaler, nor the consumer from any angle which you may desire to approach the subject from, and along this line I recommend to you that at our business session tomorrow some arrangement be made and entered into by this Ass'n, to discontinue the selling of Michigan pea beans until the pods have at least commenced to ripen.

Great care and caution should be exercised by every member of this Ass'n to hold tight for the later years of his life those accumulations that are now his; that market advances have given him, as with large accumulations of beans during the marketing period a sudden decline could easily wipe out the accumulations of the past year. This applies to the fortunate grower as well as the lucky dealer.

I wish you all another successful year to both dealer and grower.

W. P. Jones, assistant chief of the Bureau of Chemistry, U. S. Dept. of Agriculture, Washington, D. C., read a paper on the work of the bureau and adulteration of canned beans, from which we take the following:

Adulteration of Canned Beans.

In its first issue of the service and regulatory announcements, the Bureau drew attention to the practice of canning beans which are moldy, musty or otherwise decomposed, and notice was given that products made from such material were manifestly contrary to the paragraph of the Food and Drugs Act which classes an article as adulterated if it consists in whole or in part of a filthy, decomposed, or putrid animal or vegetable substance. This notice received wide circulation, and it is believed became generally known through discussion in the press and in the trade. Notwithstanding this announcement, the practice of canning beans which the Department regarded as adulterated continued, and it was necessary to resort to prosecutions. The Department began to institute seizure proceedings against canned pork and beans which contained percentages of beans which were regarded as being partly decomposed, ranging from 15 to 75 per cent. Decomposition of the beans

in most cases is due to the fact that the beans were moldy or musty, or were affected by anthracnose, dry rot, or blight.

The seizures were recommended upon the ground that the beans were decomposed and not at all upon the ground that they were injurious to health. It is sufficient to make beans adulterated under the Food and Drugs Act if they are partly decomposed, irrespective of the question whether they are injurious to health. Aside from the question of technical adulteration under the act, there are several reasons underlying the Department's action. Housewives ought not to be compelled to buy in cans beans which include large percentages of the kinds which they are accustomed to discard in sorting over dried beans.

The canning and sale at a comparatively low price of cull beans and other beans containing a considerable percentage of decomposed beans by a few manufacturers lessens the reputation of the article and gives them an unfair advantage over their competitors who prefer to turn out an article of good quality. Even tho not injurious to health, decomposed beans are regarded as unfit for consumption.

In making its count of decomposed beans, the Bureau has been very liberal, and it has also been liberal in fixing the limits which are considered as justifying condemnation of beans. In the beginning, the Department limited its seizure to canned beans which contained 20% or more of unfit beans. This limit was reduced to 15%, and during the current year seizures of canned beans have been recommended where more than 10% of decomposed beans were present. The Department is reliably informed that it is entirely practicable for canners to turn out a product which will not contain more than 3% of bad beans, and it may be anticipated that the limit set for administrative purposes in determining whether proceedings shall be instituted will be lowered very shortly to at least 5 per cent.

In all, since 1913 there have been seized more than 100 shipments of canned beans, including about one million cans. Of the cases which have been terminated after decrees of condemnation and forfeiture were entered, in 38 the goods were ordered destroyed; in 19 the goods were released upon condition that they would not be sold contrary to law, and about 50 cases are still pending.

The activities of the Government against canned beans gave rise to rumors which were circulated in the public press in Michigan that the Department had issued an order prohibiting entirely the shipment of anthracnose beans. These rumors were brought to the attention of the Department by Governor Ferris, and it was requested to define its position relative to the application of the Food and Drugs Act to dried pea or navy, medium and kidney beans. In October, 1915, an announcement was made in which it was stated that dried beans, in common with other articles of food, were adulterated if they consist in whole or in part of a filthy, decomposed, or putrid animal or vegetable substance, and that "cull" beans contained large percentages of such beans. It was also announced that it had not been the practice of the Department to recommend the seizure of dried beans which were sorted, provided that they were as free from beans which were moldy or musty, or otherwise filthy or decomposed as they can be made by hand-picking. No objection was raised in the announcement to the shipment from one state to another of field run beans, there to be cleaned and picked before being prepared for use as human food, and no objection was raised to the interstate shipment of "cull" beans for use other than as food for man.

Shipments of dried beans are liable to be proceeded against under the present rulings of the Department under the following conditions: Shipments of "cull" beans to be used as food for man; shipments of beans which have been sorted and which contain more beans which are moldy, musty, or otherwise decomposed than are ordinarily present in beans which are hand-picked in accordance with good commercial practice, namely, 3 per cent. On the other hand, the Department has not been proceeding against shipments of "cull" beans to factories where they are ground for food for animals, or against shipments of field run beans. It is plain, of course, that field run beans which contain beans which are moldy, musty or otherwise decomposed, are just as much adulterated under the law as beans which have been sorted and which contain equal percentages of decomposed beans. Nevertheless, investigations of the Department fail to disclose that it is necessary to seek to prevent the shipment in interstate commerce of all beans which are offered in the same condition as gathered from the field in order to prevent their be-

ing used as human food. It may be expected, however, that if it develops that shipments of field run beans result in the canning and subsequent sale for food purposes of beans which are adulterated, the Department will adopt means to prevent it. Before changing the present practice in this respect, public notice will be given. If any of you obtain information which shows that the shipment of field run beans results in the use of adulterated beans for human food, the Bureau will be pleased if you will let us know about it.

In considering whether to begin proceedings against shipments of dry beans, the Department has observed the same limits as with respect to canned beans; that is to say, seizures were originally recommended where more than 20% of beans which were decomposed were present. The limit has been gradually reduced to 5%. The Department maintains that its allowances have been very liberal and that it is not to be expected that the limit which it set in the beginning for proceeding against either dried or canned beans should be long observed. It may be taken for granted that there will be no lessening of the present requirements, but that they will be made more rigid.

The proceedings which the Department has instituted against beans, both dried and canned, have had a beneficial effect. The number of canneries canning cull beans has been considerably reduced, both for interstate and intrastate commerce, and from the letters received from various branches of the industry the Bureau gathers the impression that the trade in general recognizes that the proceedings have resulted not only in benefit to the consumer, but to the trade as well.

Mr. Byrnes, Baltimore, Md.: Japanese choice hand picked beans are being offered freely and no doubt many beans will come from that section at reasonable prices. They are very similar to the Michigan bean, and are offered at New York at \$4 duty paid. We all know that beans will not sell at \$6 per bushel. Rangoon beans have been sold at New York at 5½c per lb. duty paid. Until the last year there was not a California bean sold on the Baltimore market. Last year California grew 1,800,000 bags of 80 lbs. each, and Aug. 1 only 150,000 bags were unsold. The opening price was \$5 per 100 lbs. f. o. b. coast. The soya bean is being canned.

Mr. Hart, Saginaw: The United States government has been purchasing beans containing 15 per cent of anthracnose for the army.

Mr. Gerber: How were they bot?

Mr. Hart: On sample, and I furnished some of them.

Mr. Llewellyn: The government is trying to earn laurels at the expense of the bean growers and the elevator men. The so-called anthracnose in many cases is nothing but a rain spot.

Mr. Gerber suggested the appointment of a com'te to confer with the government to establish a standard for hand picked beans.

Jas. McBride, Agricultural College, Michigan: There is not going to be enough vegetables this year to supply the table. The federal report is 52% of a normal bean crop, and the state report is 50% of a normal. Our reports are 45% of a normal.

A. B. Cook, Owosso, pres. Bean Growers Ass'n: Our ass'n is young, but has been growing.

I have known the disposition of certain bean jobbers and grain buyers to bear the market; but they ought to hold up the farmer's hands and help him to a larger financial reward for his labor.

There are a lot of very successful co-operative elevators in this land, and in many places in Michigan a co-operative elevator could be started. It is up to you whether you are to continue to run this business.

At Owosso for years we supported two local newspapers. This was an economic

fallacy. They consolidated, and it was a good thing.

At our meeting in this city delegates from 20 counties discussed the market. The matter of price was left to a com'te of 5. The sense of the meeting was \$5 per bushel with an advance each month to cover storage and interest charges, or hold it until the traditional freeze-up of the infernal regions.

Mr. Nims, bean handler and grower of Stockton, Cal.: We do not share the optimistic views of these market fellows; but we hope the Michigan boys will stick for \$5, as it will enable us to market ours at \$4.80. We have 40% more acreage in California than ever before. We are getting the biggest crop ever. Don't be misled. These prices can not be maintained. Every bean in the world will be headed toward the United States. Then you talk about the poor farmer. I resent it because I am one myself.

Pres. Orr read list of 38 regular, honorary and associate new members to be voted upon.

A resolutions com'te was appointed, consisting of Kimball, Noyes, Chatterton, Hart, McLaren and Mansfield.

A nominations com'te was appointed consisting of Hubbard, Griffin, Smith, Nolan and Aymer.

Adjourned for banquet.

The Banquet.

The banquet tendered by E. L. Wellman to the Ass'n and its guests at the Pantlind Hotel brot together 385 dealers who thoroly enjoyed the liberal menu and listened with pleasure to the able speakers.

The guests marched to their seats to the strains of a violin and piano. A quartet gained several encores by its well rendered selections; and a blare of music from the Polish Military Band of 11 pieces outdid the Chinese.

Wax beans in pots decorated the tables.

There were no beans on the bill of fare; but there was crabmeat on toast, vegetable soup, olives, radishes, celery from Kalamazoo, two kinds of meat, apple pie a-la-mode, coffee and cigars.

Pres. Orr introduced Mr. Wellman as host and toastmaster, and he called upon L. H. Bierce as the first speaker. Mr. Bierce is pres. of the Commercial Club, having 1,400 members, and explained how Grand Rapids, with no natural advantages of rail or water transportation on raw materials, had developed into the metropolis of Western Michigan.

Mr. Staples, of the Cotton Belt Line, favored the dealers with a song.

Professor W. P. Jones, assistant chief chemist of the Bureau of Chemistry, Washington, spoke of his work in a serious vein.

Judge Emmet F. Beach, of Saginaw, attorney of the Ass'n, was followed by A. T. Ferrell of the same city, with some humorous remarks that were heartily applauded.

Lee M. Hutchins, a leading merchant of Grand Rapids, made a vigorous address on the great waste in the vain efforts of business men to find competent help, and urged vocational education.

Rising to sing America the guests dispersed.

Many ladies graced the banquet with their presence, for the first time in the history of the Ass'n.

Thursday Session.

Thursday morning's proceedings began with the report of Treas. Fred Welch, of Owosso, who reported \$2,854 turned over by former sec'y; \$2,249 in dues for

1915-16; \$1,731 inspection fees; \$7.64 from sales contracts; \$35 from advertising; \$70 from arbitration fees; 30 cents from the bean schedule, and \$1,650 collected from 1916-17 dues, making total receipts of \$8,627.83. The principal items of expense were: inspection, \$1,184.13; directors' expenses, \$202.82; expense account, \$403.42; telephone, \$150.50; rent, \$216; furniture and fixtures, \$96.85; stationery, \$73.50; arbitration com'te expense, \$53.56; sec'y's expense, \$555.21; bean schedule, \$15.75; scale account, \$12.17; total, \$3,472.89; leaving a cash balance of \$5,154.94.

Miss Elizabeth A. Miller, sec'y, of Saginaw, then presented her report, showing \$1,210 turned over by the former sec'y, with \$2,854 other receipts, making a total of \$4,064 received. The regular membership Sept. 15, 1915, was 175; 19 new members have joined, 10 have been dropped; 22 new members have not been voted upon. Honorary and associate members numbered 65, 4 have been dropped, 9 have joined, and 8 new have applied. Total number of new members, 58; total dropped out, 18; net gain members, 44; and total membership, 384.

H. A. Doty of Geneseo spoke on the yellow eye bean.

Inspector E. W. Burkhart of Fowlerville reported collections from the preceding year at \$50; total collections, \$1,848; uncollected, \$167. During the year 359 cars of beans had been inspected at \$2 per car; 1,129 at \$1, and two moisture tests made at \$1. The 1,498 cars graded during the year were 532 of choice, 357 prime, 7 fancy screened, 187 choice screened, and 406 of lower grade.

E. T. Bonney of Boston: Several New England brokers have written to ask if we should not make a request for an increase in brokerage. You are well aware of the high prices which have cut down the profits of brokers. At \$5.50 per bu. the broker is working on 1/2 of one per cent, which you will admit is inadequate. We are under great expense for revenue tax and clerk hire. The fairest would be a percentage basis, but if shippers prefer it a rate of 10 cents per bag would be right instead of the present rate of 5 cents per bag. In California 5 cents is paid for a little 90 lb. bag. Canned tomatoes from the south are sold by brokers on 1 per cent. The commission houses have raised the rate to the brokers to 1 1/2 per cent.

Fred W. Kinde, chairman of the Scale Com'te: The com'te agreed on an even-armed scale, but could not agree on the size of sample to pick, nor on the method of taking the sample, or whether there should be a scoop on the scale. I was the only one in favor of the 4-ounce sample.

Mr. Breisch: Mr. Burkhart claims he can not pick a small sample correctly.

Mr. Burkhart: I want a good sized sample so I can see the nature of the stuff.

Mr. Lincoln, in charge of weights and measures for the state of Michigan: No other state has a set of specifications covering bean scales, but I have got up a set of specifications covering bean scales. In going around the elevators and testing scales I have seen 10 ways of getting the sample. Four graduations on the beam are too many.

Pres. Orr called the roll of members, and the names of new proposed members were read and all were elected.

Mr. Kinde: The manufacturers now make 4 or 5 kinds of scales which is unsatisfactory.

Mr. Burkhart's motion that a 1-pound sample be picked was carried; and Mr. Kinde's motion that the beam be graduated for 60 lbs., 100 per cent and 16 ounces was carried.

Mr. Kinde's motion that Mr. Burkhart's method of sampling be adopted was carried. This is to take one probe at the center of the hopper, one at the edge, and two half way between.

Pres. Orr: We expect to receive quotations from large manufacturers of scales of \$5 less in lots of over 50.

It was moved and carried that a scoop be used instead of a cup; and that the scale be even-armed.

Mr. Burkhart moved that Mr. Lincoln's specifications be adopted. These provide for a substantial mechanical construction, define the bean scale, describe the graduation and the tolerance, as follows:

A bean test scale is one which by reason of its sensitiveness and special graduations on the beam is adapted to determine from a submitted sample the proper weight to be deducted from a bushel of beans by reason of the presence of foreign material, imperfect beans and culls. This amount of foreign material, imperfect beans, and culls is commonly known as the "pick."

The graduations on the beams of all scales shall conform to the following: The lower edge shall be graduated to 60 lbs. by 1-lb. units, and when the poise is set at the 60-lb. mark the weight in the pot or scoop shall not be less than 221.77 1/2 grams nor more than 236.56 grams. There shall not be less than eight graduations to the inch. Each 5-lb. graduation is to be numbered. The intermediate space between the upper and lower edges shall be graduated to 100% by 1% units. Each 5% graduation is to be numbered. The upper edge shall be graduated to 200 grams. These graduations shall be sharply defined.

Tolerance: The tolerance to be allowed in excess of deficiency on all bean test scales shall be eight grains when the scale is loaded to its capacity of one pound.

K. P. Kimball: I move that as 9 out of 10 elevator men have bags on hand the specification on bags under the rule be suspended on this crop. *Carried.*

Mr. Kimball moved that the rules be amended inserting the word treas. after sec'y in Art. 6 so that the board of directors could appoint the treas. instead of electing him as hitherto, and that instead of a fixed bond of \$1,500 the amount be left optional with the directors, as the assets of the Ass'n are now several times that amount. *Carried.*

A motion that the fee for the moisture test be raised from 50 cents to \$1 was *carried.*

A motion was carried leaving it to the discretion of the directors to determine whether a buyer was to be considered a regular dealer if he closed his elevator or warehouse during the dull season.

Mr. Kimball read the proposed new sales contract, providing that a carload shall consist of 41,250 lbs. in even weight bags, guaranteeing weight within 1/4 of 1%, and covering all contingencies except the basis of settlement on a defaulted contract, the whole making a document nearly 3 ft. long. A motion that the new contract go into effect Oct. 1 was *carried.*

F. F. Flaherty, Charlotte: Some fields that 3 weeks ago appeared to be worthless will yield 8 to 10 bus.

Joseph Frutchey: The Colorado crop is 3 to 5 times more than last year.

Mr. Flaherty: The pick this season will not be much, with good weather.

A. B. Cook, pres. of the Growers Ass'n, read a statistical statement, and a circular being sent to 15,000 growers, establishing the following prices: October, \$5; November, \$5.15; December, \$5.30, and January, \$5.50.

Pres. Orr: When I was in Winnipeg a few weeks ago a broker sold beans on

open contract guaranteeing the price would not be over \$4 delivered. If the Michigan buyer pays \$5 for beans I advise the grower to hasten to the bank while the check is still good.

Mr. Frutchey, chairman of the Arbitration Com'te: We had 15 cases during the year. Two got together and settled; and 4 remain to be acted upon.

The old officers were named by the nominating com'te, except that Abe Shepherdson becomes a vice pres., instead of Jacob Isgrig, and all were unanimously elected. Fred Welch, W. G. Griffin and F. F. Flaherty were elected directors.

Adjourned sine die.

WE ENJOY READING the Journal very much, and get much valuable information out of it.—Seley-Early Grain Co., Waco, Texas.

A BALKAN grain shipper recently wrote A. O. Slaughter & Co.: The 1916 wheat crop of Russia is a very poor one, which the trade will discover later, for the last Russian winter was extremely severe on the crops, besides an unusually long one. The opening of the Dardanelles today is much more distant than at the time when the fight at Gallipoli was still in the balance. Even the English grain trade, which is well aware of Russian shipping conditions during winter, is no longer counting on Russian wheat before next spring, provided peace is declared by that time. The port of Odessa is never closed during winter, nor is Nicolaieff or Novorossick; neither of these three ports have at present hardly any stock of wheat on hand, and even if the Dardanelles should be opened during the coming months it is a well-known fact that these ports in times of peace export very little wheat during the winter. Firstly, because they ship mostly fodder stuff, like feeding barley, corn, oats, etc., and secondly, it is a physical impossibility to get wheat to the seaboard during the rigorous Russian winter to any great extent. A large, if not the largest, part of the wheat from the interior is shipped in barges down the rivers, like the Volga and the Don, to the Sea of Azof ports, where navigation closes as early as November and does not reopen until April.

Enid's Grain Market.

For many years the excellent railroad facilities of Enid, Okla., have been making of that picturesque little city a receiving and distributing point for many lines of trade. Until recently the largest single commodity sent in every direction from Enid was poultry, eleven thousand chickens being shipped every day during 1915.

But in January of this year, with the organization of the Enid Board of Trade by the far-sighted grain men of the city, Enid's trade in grain promises to far eclipse every other line for which the city is noted. Tho the Board of Trade is comparatively a new venture it is governed by men who have been long in the business.

Enid is located in the very heart of the rich wheat territory of Oklahoma. A big percentage of this grain will naturally flow into the new distributing point for no other reason than its proximity. But other grain fields are drawn upon. Grain from the west, north and east is handled to advantage for shipment to the interior southern consuming points or to the terminals for export.

The biggest factors in making this possible are the carriers. The Rock Island, Santa Fe and Frisco, with their ten branches from every direction, can be compared to the spokes of a wheel and Enid the hub. These lines are carrying grain to Enid from Oklahoma, Kansas and other states to the north and west, especially for export or southern consumption.

A second feature which is helping considerably to increase the volume of grain handled at Enid is the elevator, storage and handling facilities. The largest of the elevators is that of the Enid Mill & Elevator Co. This house has a storage capacity of 185,000 bus., and a daily working capacity of 85,000 bus. This is exclusive of the grain received for milling locally in the company's 1,000 barrel mill. Added to this are the elevators of W. B. Johnston with 40,000 bus. capacity, the A. E. Stevenson Grain Co., with 40,000 bus. capacity, and the Farmers Mill & Elevator Co., with 30,000 bus. These plants, though in different parts of the city, are each in a position to handle

grain regardless of over what line of railroad it reaches Enid.

The inspection service at Enid is under state supervision, George Pitman being in charge. He makes it a boast that it has never been necessary to delay a single car owing to inability to obtain promptly an accurate inspection.

To all of these factors in favor of Enid's future as a grain market must be added the personality of the officers of the Board of Trade. W. M. Randels, president, M. C. McCafferty, vice-pres., and Ben Feuquay, sec'y-treas., are all so well known to the grain trade of the Southwest as to be considered warm personal friends. Their knowledge of the grain business, gathered in all of its branches, has been valuable in giving Enid its rapid start in the right direction as a terminal market. The membership of the Board of Trade is made up of grain men of Enid and vicinity.

Among the most active members, those making the floor their headquarters, are: W. M. Randels, J. H. Shaw, M. C. McCafferty, E. F. Shinn, J. E. McCristy, A. K. Callahan, C. W. Goltry, Elmer Smith, Ben Feuquay, W. B. Johnston, F. S. Rexford, Tod Sloan, representing Goffe, Carkner & Co., W. W. Deck, H. C. Adams, Sam Marquis and B. M. Athey.

The trading floor has been located in the Enid National Bank Bldg., the entire second floor of which has been given over to the grain trade. It has been impossible, however, to find space for all in that building, and many firms are in neighboring buildings.

Demand Compulsory Arbitration.

Prevent any sudden general strikes. General public should not be exposed to any possible "Hold ups." There will be many disputes soon as the war is over. Canada has good laws. Our country should progress. Constructive statesmen should get busy.—C. A. King & Co.

RUSSIA is reported to be suffering a great scarcity of farm laborers. English agriculture, formerly employing 1,000,000 men, has lost 300,000 men to the war, says Mr. Acland, M. P.



A Corner of the Exchange Hall, Enid Board of Trade.



W. W. Deck, Holding Tester Kettle, Ben Feuquay, Sec'y of Board of Trade, Center and Sam Marquis.

Seeds

THE HARRIS SEED Co. of San Diego, Cal., has been granted an incorporation permit.

THE WISCONSIN Seed Inspection Laboratory has been moved from Madison to Milwaukee.

THE PLANTERS SEED Co. of Americus, Ga., has recently installed a complete motor-driven seed cleaning plant.

A COMPLETE LINE of high grade seeds will be handled by the Gaskins Seed Co., recently organized at Fort Myers, Fla.

THE STATE NURSERY & SEED Co. of Montana is building a large seed warehouse at a cost of approximately \$22,000.

THE TRADE MARK registered by the Judson Michigbean Co., Durand, Mich., recently for its dried beans consists of the word "Michigbeans."

THE SPRINGFIELD SEED Co., Springfield, Ill., has made extensive improvements in its stock and display rooms at an approximate cost of \$1,000.

CLARINDA, IA.—The Berry Seed Co. of this city is building a 3-story concrete seed warehouse and elevator to be ready in time for this season's business.

BEANS CREEK, TENN., SEPT. 8.—The crimson clover seed crop was very good in this section and brought good prices, \$7 and \$8 per bu.—J. C. Bruden.

W. H. CROSSLAND, who has been associated with Northrup, King & Co., Minneapolis, Minn., for the past 19 years, is now with the Courteen Seed Co., Milwaukee, Wis.

HARRY ULRICH, chief of the Chicago Board of Trade grain sampling department, has been appointed acting inspector and registrar of flaxseed for an unexpired term.

THE FARMERS UNION SEED Co. was recently formed at Emmet, Ark., with a capital of \$4,000. Organizers are J. L. Wade, Chas. T. Faulkner, E. H. Hood and R. D. Smith.

LORENZ DEHNER of Burlington, Ia. has purchased the seed and commission business of the late George W. Stone and will continue the business under the name of the Dehner Seed & Supply Co.

THE RATEKIN SEED Co., of Shenandoah, Ia., will move its offices to Jefferson, and will do its entire mailing business from that city. A. R. Ratekin will be the local manager of the company.

ASSARIA, KAN., SEPT. 13.—Alfalfa is seeding heavy this year, and is running four, five and six bus. to the acre of as good a quality of seed as I ever saw.—John E. Hughes, mgr., Farmers Elevator.

AN APPROPRIATION of \$1,000 for the purchase of seeds for farmers in the flood region of the Southeast has been made by a relief committee of North Carolina, which was organized after the recent great flood to help sufferers.

WASHINGTON, D. C., SEPT. 9.—The condition of clover seed on Sept. 1, or at harvest, (100 being average, not normal) was 106.1, of millet 94.5. The acreage intended for clover seed is estimated to be 9.1% more than cut last year; the condition is 6.1% better than average, forecasting a production about 15 to 18% more than last year.—Nat. C. Murray, acting chief, Bureau of Crop Estimates.

THE ACREAGE OF CLOVER for seed in the United States increased this year over last 9.1%, equal or greater acreages being reported in all States except New York, in which it suffered a reduction to 97 from drought, and Wisconsin and Minnesota, in which it fell to 90 and 95% of last year from the effects of winterkill, drought and the pasturing of the clover meadows. Marked increases are shown in all other important clover seed States of the North Central group, ranging from 105 in Iowa to 125 in Michigan and Nebraska. The condition of the crop on Sept. 1 is reported at 84.1 per cent of a normal, which is 3.8 higher than last year and 4.8 above the ten-year average, the condition being between 80 and 90% in all important clover seed States. Oregon reports 94, Washington 97, Mississippi 99, and New Jersey 100.—Bureau of Crop Estimates, Washington, D. C.

THE VALUE of acclimatized seeds was confirmed in New South Wales in harvesting a test ear-to-row plot of maize at Berry Farm last season, where Boone County White seed from the Kangaroo Valley, a choice seed that withstands much moisture, as well as some choice American seeds of the same variety, had been planted along with some native seeds obtained from the 1915 crop at Berry Farm, which was very poor. When the plot was harvested, the resultant yield of American seed was 42.3 bus. per acre, Kangaroo Valley seed, 43.5 bus., and Berry seed 52.9 bus. The ears from Kangaroo Valley ranged from 9 to 10½ inches in length, with an average of 9.2 inches, and their weight from 13¼ to 16½ oz., with an average of 14.4 oz. The ears from the previous crop at Berry ranged from 7¼ to 10 inches in length, and averaged 8.9 inches, and their weight ranged from 11 to 14¼ oz., with an average of 13.2 oz. In spite of the natural advantage of the Kangaroo Valley seed in size and weight of seed ears, the acclimatized Berry seed gave an increase of 9.4 bushels per acre. The big increase can be accounted for in no other way than by acclimatization of seed. It is the greatest increase seen from this cause, but it may be said that the peculiar soil conditions at Berry have been a large factor in adapting the home-grown seed to its particular requirements.

Russian Exporters Paid in Advance.

Grain Dealers Journal: The new trade regulations between the United States and Russia, recently made effective, compel an American importer to lodge, with the application for importation of Russian goods, a guarantee that the value of the shipment has been deposited in money to the credit of the "Section Etrangere," Ministère Finances, with the National City Bank, New York.

We understand that the purchase price of the goods, deposited with the National City Bank, is automatically transferred to the credit of the shipper by the Russian Ministry of Finances as soon as the export permit is granted.

It appears, therefore, that the shipper receives his money for the goods before actually effecting shipment, and regardless of whether he has complied with the stipulations of purchase as to quantity or quality. The buyer must rely entirely upon the integrity of the shipper in Russia, making the transaction rather hazardous for an importer.—I. L. Radwaner, New York, N. Y.

From the Seed Trade.

WATERMAN, ILL., SEPT. 12.—In the Journal of Aug. 25th we note yield of timothy seed in Stephenson Co. as being the most remarkable known in northwestern Illinois. We had two five acre plots which yielded 14 and 15 bus. per acre. This is the heaviest yield we ever had here. The general average per acre is about 11 bus. The seed, however, is unusually small in size, the berry being thin.—Wakefield Grain Co.

TOLEDO, O.—Reports from Ohio and Indiana show vast improvement and bigger yields than thought possible early. One Ohio shipper says: "Clover turning out from 1 to 5 bushels per acre; one man hulled 112 bushels; many from 20 to 40 bushels." Another Ohio dealer writes: "Little red crop now being cut. Conditions perfect to take care of. Yield running around 2½ bushels per acre. Seed good." Our opinion is that even the waste places will later begin to report some seed saved. It is too late to expect adverse weather conditions to cause any losses of consequence. Many will act accordingly when they know definitely the crop in this country has been saved. Then it is a question of figures as to amount of acreage and yield per acre.—J. F. Zahm & Co.

LAWRENCE, KAN., SEPT. 20.—There is not much red clover grown in this state. As a rule we have to ship in clover seed for our trade, but this year the crop is good, and we expect we will be able to buy all the clover seed we need here at home. The same can be said of timothy seed. Alsike clover seed is grown to but very little extent here. No Kentucky blue grass seed is saved here, but considerable English blue grass or meadow fescue is raised here. This crop is rather short, but we think there will be enough to fill all orders. Alfalfa seed is a large crop in Kansas this year. Some of the first crop was saved for seed; considerable of the second crop, and now the third crop is coming on. Most of the seed is very nice and prices are very reasonable. There is no special demand for any of these seeds, although alfalfa has been selling fairly well on a declining market.—The Barteldes Seed Co.

TOLEDO, O., SEPT. 21.—Reports covering the most important clover districts in the central states indicate a moderate yield of clover seed of good quality. Threshing has progressed rapidly in Indiana, Illinois and Ohio and is about one-half completed in these states. Threshing has begun in lower Michigan. Average outturn is around 1½ bus. per acre. Some yields are reported as low as ½ bu. and other as high as 3 and 4 bus. The extremes are the exception. Acreage is much larger than last year, but last year was an exception, as many sections had an absolute failure. Weather for threshing has been very favorable. If it holds, the yields are expected to continue on present basis. The crop situation appears to leave clover in a two-sided situation at present price levels. Recent sharp bulge was followed by profit-taking and moderate reaction. Looks as tho around \$10 may be high enough on the present outlook, while stocks are accumulating. Stocks in the east and at Toledo are fairly liberal. In interior points they are small. Farmers reported holding for \$8 to \$10. The movement thus far this month has been light, though heavier than last September, when there was practically no movement, owing to the almost

total crop failure and late season.—Southworth & Co.

HELENA, MONT., SEPT. 19.—Old stocks are generally low. Threshing and cleaning of alfalfa and timothy—the two main grass crops of which seeds are grown in this section, have not yet progressed far enough to give any definite data on their output. Progress is being made rapidly on this end of the line by the growers, but it will be late before much of the production is placed on the market. Prices and inquiries are about normal for this time of the year.—State Nursery & Seed Co.

TOLEDO, O.—Europe has had a wet season. France and Italy have a poor prospect. Large dealers who keep in direct touch with these so say and have been buyers here of December and March. Some foreigners are long with us. They believe in higher prices. Prices are low compared to the average of recent seasons. Last October our prices were around \$13. This attracted a rush from the Far West and started foreign seed this way. It kept coming and filled up the east. This year will probably be different. Average imports are about 50,000 bags of red clover. They were 58,000 two years ago; 45,000 three years, and 40,000 four years ago. The surplus makes the price for the crop. Prices faded as spring approached. Stocks carried over here and at the seaboard were trifle larger than year ago but interior dealers have very little. Farmers had almost none. Some farmers always sell early. Majority may be inclined to hold on breaks. Crop reports are mixed. Wisconsin, a large producer, has had too much wet. Largest October longs are still stubborn.—C. A. King & Co.

Chicago Board Not Manipulating Wheat.

The charge by Commissioner Harting-an of New York that "It is generally accepted as being true by those in the bread making trade that prevailing high prices on wheat are the result of manipulation and juggling of the prices. It is respectfully submitted that the public is entitled to know whether the prevailing high prices on flour are based upon normal and staple conditions or are the result of artificial price raising through manipulation on the Chicago Board of Trade," is resented by members of the Chicago Board.

Pres. Joseph P. Griffin of the Board says "Regardless of charges to the contrary, it is the law of supply and demand, and nothing else, that regulates the price of wheat. Groups of speculators could scarcely exercise even momentary control over the price of a commodity raised in such enormous quantities. Charges of manipulation against operators on the board have already been answered by pointing to the condition of the crop this year. The United States is 400,000,000 bushels short; Canada is 150,000,000 bushels short; the European crop, both in countries at war and at peace, is less than the average. The world's supply of wheat is subnormal. That is the complete answer to questions as to why wheat is so high."

CLYDE shipbuilders launched during August three mercantile vessels of 19,000 tons, making a total of 30 vessels of 93,785 tons in the eight months—not much more than half that of last year. No fresh contracts were reported.

War Affecting the Grain Trade.

AN INTERESTING war experience is told by David Nathan, a seaman of San Francisco, Cal., who recently arrived in New York from Copenhagen on the steamer Oscar II of the Holland-American Line. He says that when they neared Trelleborg, Sweden, a German destroyer ordered the ship he was on to put in at Swinemund, Germany, and the grain cargo was unloaded. It was then loaded at another port by women with coal for a Danish port.

RESTRICTIONS ON EXPORTS to the Scandinavian countries and the Netherlands have been placed by England, according to a cablegram from the American Consul General, London, dated Sept. 11, which states that no further export licenses of other facilities will be given until Oct. 1, or until further notice by the British Government for the shipment of certain goods including grass seeds, starches and oil seeds to Denmark; rice and starches to Sweden; clover seeds to Norway, and starches to the Netherlands. These restrictions have been agreed to by the allies and apply to shipments from the United States.

BRITISH LAW against aiding the enemy is being understood by masters of British vessels as prohibiting them under severe penalty from carrying goods between neutral nations or from one American port to another, as from San Francisco to Manila, that are consigned to firms or individuals named in the British government blacklist. Exporters of grain and seeds and importers of certain seed will find it advisable when routing their shipments to consider the nationality of the steamer and its ports of call, giving preference to an American or neutral steamer, and if possible, to one not touching at a British port.

THE GERMAN HARVEST this year is considerably better than that of last year, especially the rye crop, which may surpass last year's rye crop by 100%. Other sorts of grain are also entirely satisfactory, and the raw fodder crop is excellent. On account of this the German cattle stock is growing slowly but surely. Reductions in the prices of foodstuffs and other commodities are reported on account of the abundance of new crops. A cut in the price of bread in Berlin reduced the rate for a kilogram from 42 pfennigs to 34, making the 4-lb. loaf sell at 68 pfennigs, or about 17c. The price of oats has been lowered from 45 to 28 pfennigs a pound retail, and peeled barley from 40 to 30 pfennigs.

CARLSBAD, BOHEMIA.—By a governmental decree of June 26, 1916, all stocks of flaxseed in the hands of inland producers exceeding 30 kilos (66 pounds) have been confiscated. In this decree the Bureau of Commerce is authorized in special cases, however, to make exceptions when the producers prove that their seed is of good quality and necessary for their next season's planting. The confiscated seed will be examined to ascertain its relative value; the poorer grades will be allowed to be used commercially, while the better quality will be kept for planting the next crop. In order to obtain an idea as to the amount of flaxseed required for the 1917 sowing, the Bureau of Agriculture has requested all the larger agricultural companies to submit estimates of the quantity of seed they will need.—Vice-Consul, Robert S. Townsend.

ROUMANIA'S entrance into the war is variously interpreted as a grain market influence. The first inference by many persons has been that an earlier opening of the Dardanelles is forecasted, by Roumania's aid to the allies, and the consequent release of (assumed) vast quantities of wheat in Russia. Others feel that placing Roumania under arms will take men from the harvest fields and reduce the quantity of grain available from that surplus producing country; and that in any event the opening of the Dardanelles will be delayed until after the opening of navigation in the spring. With the Germans successfully resisting the allied offensive on their Western front Von Hindenburg is expected to aid Bulgaria, a warlike nation that must be completely overrun before the Roumanians can reach Turkey and the Dardanelles. Altho wheat is selling at 50 cents per bushel in South Russia stocks at the ports are said to be moderate, and in the event of opening prices would advance to an export parity.

Prices for Late Deliveries Reduced in Germany.

Orders for maximum prices of bread-grain, oats and barley, which were recently issued by officials of the Empire, do not vary greatly from the prices of the previous year, but show one notable change, viz., there will be a reduction for deliveries in the later months of the year, while previously there has been a premium for these late deliveries.

The maximum price for rye in Berlin until Mar. 31, 1917, is 220 marks, but after that date the price will be reduced by 15 marks. In 1914 the same maximum of 220 prevailed, but instead of a reduction for late deliveries there was a monthly increase, so that by July of 1915, the price reached 241 marks. In August, 1915, the maximum price was again 220 marks, but it advanced to 288 marks by the following March, when it fell to 220 marks. In this season, instead of the so-called premiums a "discount" has been introduced, that is, a reduction of 15 marks, which will come into force on March 31, next.

A new feature of the present order is the power given to the Imperial Grain Office to pay a threshing premium of 20 marks per ton for all grain threshed and delivered by December 15, 1916, and if use is made of this power, the independent communal grain authorities are empowered also to buy grain at the increased price. It is hoped, thru this premium, that there will be a quicker delivery of bread grain.

The maximum price for wheat will continue the same as hitherto, 40 marks above the price of rye.

The legal maximum price of barley to August 31 is 300 marks, and for deliveries to December 15, 280 marks. For later deliveries lower prices are fixed, but these will be enforced for contracts made early. In the last two years the maximum price for barley was 300 marks, but it was temporarily raised to 360 marks, subsequently falling to 330 and 300 marks.

The maximum price for oats this year is fixed at 300 marks, but this figure will only be obtained for deliveries before September 30, 1916; for later deliveries lower prices will be fixed. Last year the maximum price for oats was 305 marks, but it was temporarily raised to 360 marks.

Public Elevator Charges at New Orleans.

The approaching completion of the new public grain elevator at New Orleans about Nov. 1 will make the charges for handling grain thru the house of special interest to shippers, and a tariff containing rates, rules and regulations has already been issued by the Board of Commissioners, who have placed Chas. F. Sanford in charge of the elevator as superintendent.

Grain will be inspected in and out under the rules of the New Orleans Board of Trade.

Loss by fire in the building or within 100 yards will be at the elevator's risk. If Board of Trade inspector orders grain dried to keep it in condition the charge will be one-half of the tariff rate.

Special bin storage will be at the rate of $\frac{1}{4}$ cent per bu. for each 30 days.

Elevation and Sacking Charges.—Rule 7—(1) Grain for export will be handled as follows:

(a) Into elevator from cars or river barges in bulk and thence into vessel at elevator's wharf, in bulk, at rate of 1 cent per bu. for corn, wheat, barley and rye, and $\frac{3}{4}$ cent per bu. for oats.

(b) Into elevator from cars or river barges in bulk and delivery into sacking hoppers on wharf, in bulk, and there sacked for delivery to ship or loaded into cars for delivery to ship at rate of 1 $\frac{1}{4}$ cents per bu. for all grain; owners to furnish sacks and twine.

(c) Into elevator from cars or river barges in bulk, there sacked and loaded into cars for delivery to ship at rate of 1 $\frac{1}{4}$ cents per bu. for all grain; owners to furnish sacks and twine.

2—Grain for local or domestic delivery will be handled as follows:

(a) Into elevator from cars or river barges in bulk and there sacked at rate of $\frac{3}{4}$ cent per bu. for all grain; owners to furnish sacks and twine. Charge for loading into cars provided in Rule 12 will be in addition.

(b) Into elevator from cars or river barges in bulk and delivery into sacking hoppers on wharf, in bulk, and there sacked at rate of $\frac{3}{4}$ cent per bushel for all grain; owners to furnish sacks and twine. Charge for loading into cars provided in Rule 12 will be in addition.

4. In addition to the foregoing, all grain will be subject to storage charges provided in Rule 14 and charge for emptying sacks provided in Rule 13.

Cleaning, Cooling, Blowing, Screening, Scouring, Clipping, Mixing, Turning, Etc., to Preserve Condition.—Rule 8—A charge of $\frac{1}{4}$ cent per bu. will be made for cleaning, cooling, blowing, screening, clipping, mixing, or turning and 1 cent per bu. for scouring or smutting grain to improve its condition. The actual loss in weight will be charged against owner of the grain. No charge will be made for mixing grain while handling from elevator to ship for export.

Drying.—Rule 9—The following charges will be assessed:

For drying No. 1, 2, 3, 4 and 5 grain 1 cent per bu.

For drying No. 6 and sample grain 1 $\frac{1}{2}$ cents.

For drying salvage or other unmerchantable grain 2 $\frac{1}{2}$ cents.

For drying beans, peas or other articles not otherwise specified herein, 6 cents.

In all instances the actual loss in weight will be charged against owner of the grain.

The grade of "rejected" grain shall be considered No. 5 and "no grade" as "sample."

Separating.—Rule 10—A charge of 1 cent will be made for separating mixtures of two kinds of grain or other foreign substances. The actual loss in weight will be charged against owner of the grain.

Receiving.—Rule 11—A charge of \$6 per car will be assessed for receiving into elevator when such grain is delivered locally, provided no storage or other charges (except loading charge) have accrued.

Loading.—Rule 12—A charge of \$2 per car will be assessed for loading bulk or sacked grain into cars when for local or domestic delivery.

Receiving Grain in Sacks.—Rule 13—When grain in sacks is unloaded from cars into elevator a charge of $\frac{1}{2}$ cent per bu. will be made for emptying sacks, which includes cost of baling the empty sacks.

Storage Charges.—Rule 14—When for Local or Domestic:

For first five calendar days, free storage.
For next succeeding ten calendar day period, or fraction thereof, after free time, 1 cent per 100 pounds.

For each succeeding ten calendar day period, or fraction thereof, $\frac{1}{2}$ cent.

When for Export:

For first twenty calendar days, free storage. (See Note.)

For each succeeding five calendar day period, or fraction thereof, $\frac{1}{2}$ cent per bu.

NOTE.—Storage charges on grain for export will be reckoned from date of arrival of car or river barge at the Port of New Orleans, La., or from date car stopped at the different railroad yards within the switching limits of the Port of New Orleans, when conditions at the port prevent unloading into elevator. Any free time consumed by such cars on track or river barges at wharf will be deducted from free time allowance in elevator. The public grain elevator will reckon the date of the railroad manifest covering the car as being the arrival date, and the arrival of river barges within the limits of Parish of Orleans as being the arrival date.

Car Shortage Grows More Acute.

Car surpluses and shortages are shown in the latest monthly statement of the American Railway Ass'n as follows: Total surpluses on Sept. 1 this year amounted to 43,541, of which 19,907 were box cars. The total surpluses for Aug. 1 were 49,753, and for Sept. 1, 1915, 191,309. Total shortages on Sept. 1, 1916, amounted to 57,822, of which 34,529 were box cars. On Aug. 1, 1916, there were shortages of 39,991 cars and on Sept. 1, the year before, 6,300.

In explaining the big shortage of all cars the American Railway Ass'n calls attention to the fact that a shortage is inevitable whenever business conditions are better than normal. When general business is depressed the reverse is true, cars being plentiful. If the cars which are available were used to the best advantage the Ass'n believes that no one would suffer, but in many lines of trade, not including the grain business, rolling stock is often used for storage. For instance, thousands of box cars are used in the shipment of automobiles from Detroit and other manufacturing centers to small towns thruout the country. When these shipments arrive at destination the agents generally find it a good investment to leave the machines in the cars until customers are found, the demurrage bill per car being less than the garage charge on three or four automobiles. Many other industries are similar offenders.

Scores of plants thruout the east have increased their business within the last year or two until they are now operating in three shifts and shipping many times the quantity sent out a year ago. Despite this fact the track facilities at the plants remain the same.

Meantime the grain trade is forced to suffer as a result of the slip shod methods in other lines of business. The shortage of box cars has become so great that Chicago grain shippers are generally compelled to wait ten days for their cars, and often longer.

Our Callers

Robert T. Trask, vice-pres., Northwest Grain Dealers Ass'n, Bozeman, Mont.

W. L. Richeson, Chief Grain Inspector and Weighmaster, New Orleans Board of Trade.

WE do not see how we could get along without the Grain Dealers Journal.—J. H. Woodward, mgr. Wildorado Elvtr. Co., Wildorado, Tex.

The B. & O. Special for G. D. N. A. Convention.

Thru the kindly interest of the B. & O. R. R. officials the com'te of the Chicago Board of Trade, consisting of E. L. Merritt, W. E. Hudson, J. C. Murray, E. A. James and H. S. Carroll, a special train was granted the grain dealers desiring to travel together to the 20th Annual Convention of the Grain Dealers' Nat'l Ass'n in Baltimore.

The special of eight cars left Chicago at 5 p. m. Saturday in charge of P. F. Finnegan, Gen'l Agt. of the road. The grain dealers soon found old friends and made new ones, so that the daylight ride over the Alleghany Mountains and along the Potomac found all enjoying every minute of the ride.

Among those on the trip were the following:

G. A. Aylsworth came from Kansas City, Mo.

W. T. Hale, Jr., represented Nashville, Tenn.

J. F. Kroutil came all the way from Yukon, Okla.

C. A. Magnuson and H. F. Shepherdson, of Minneapolis, Minn., were aboard.

Iowa sent E. M. Richards, of Pocatontas, and Geo. A. Wells, of Des Moines.

From Duluth were Chas. F. Macdonald, sec'y Board of Trade, and also E. M. White.

R. C. Jordan, supt. I. C. Elvtrs., and W. L. Richeson, chief grain inspector, represented New Orleans, La.

The Ladies on the train included: Mesdames U. J. Sinclair, Ashland, Ill.; E. E. Schultz, Beardstown, Ill.; S. P. Arnot, Chicago, John Barrett, Chicago; Chas. S. Clark, Chicago; W. H. Kaiser, Chicago; Howard Lipsey, Chicago; W. H. Perrine, Chicago; J. B. Horton, Garrett, Ill.; John McHenry, Springfield, Ill.; Victor Dewein, Warrensburg, Ill.; C. A. Magnuson, Minneapolis, Minn., and H. F. Shepherdson, Minneapolis, Minn.

Chicagoans were: S. P. Arnot, Bert Ball, John Barrett, W. H. Byrne, weighing dept., H. S. Carroll, Charles S. Clark, Frank Clifton, B. L. Coon, H. A. Foss, Board of Trade Weighmaster, R. Gambrill, Geo. Geyer, A. N. Harwood, W. E. Hudson, E. A. James, W. H. Kaiser, Howard Lipsey, E. L. Merritt, J. C. Murray, H. H. Newell, W. H. Perrine, J. W. Radford, J. A. Schmitz, L. M. Smith, J. J. Stream, J. C. Strong, Wm. Watson.

Those from Illinois included V. C. Elmore, Ashland; U. J. Sinclair, Ashland; F. A. Snedeker, Astoria; J. B. Snedeker, Astoria; E. E. Schultz, Beardstown; A. V. S. Lloyd, Bloomington; H. S. Antrim, Cairo; W. S. Powell, chief inspector, Cairo; J. A. Flanders, Champaign; E. B. Hitchcock, sec'y Ill. G. D. A., Decatur; J. B. Horton, Garrett; J. A. McCreery, Mason City; John R. Lofgren, sec'y Board of Trade, Peoria; C. C. Miles, Peoria; Louis Mueller, Peoria; F. B. Tompkins, chief inspector, Peoria; C. H. Williamson, Peoria; John Weimer, San Jose; John McHenry, Springfield; Victor Dewein, pres. Ill. G. D. A., Warrensburg.

New England Millers Ass'n Formed

An all day session attended by twenty-three prominent New England millers was held Sept. 15 in the Chamber of Commerce, Boston, Mass., at which the New England Millers Ass'n was formally launched, and officers elected as follows: Milton L. Cushing, Fitchburg, Mass., pres., Mr. Perry, North Wilbraham, Mass., treas., and G. Ellsworth Meech, Middletown, Conn., sec'y.

Many matters of importance were discussed, and the association bids fair to be a live one, and eventually will include all the leading millers in New England. Regular meetings will be held every six months and special meetings as often as may be necessary.

Exchanges File Brief Objecting to Uniform B/L.

E. P. Smith, of Omaha, representing the Council of Grain Exchanges, has filed with the Interstate Commerce Commission a brief giving suggestions and objections regarding the proposed new uniform B/L proposed by the carriers.

Sec. 1, in lines 5 to 10 provides: For difference in weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay, caused by fire, occurring after 48 hours (exclusive of Sundays and legal holidays), after notice of the arrival of the property at destination, or at port of export (if intended for export), has been duly sent or given, the carriers' liability shall be that of warehouseman only.

The objection to this is that "The insertion of those words in Bs/L will be taken advantage of by the carrier, and the payment of claims for loss in transit will be denied or delayed under the pretext that it is covered by those words in this B/L. By these provisions the carrier seeks to relieve itself from its liability as a common carrier and substitute therefor the liability of warehouseman only for any loss or damage that may occur 48 hours after notice of arrival has been sent." Mr. Smith contends that liability should continue until the car has been placed at or adjacent to the elevator.

Sec. 2, lines 7 to 11 provides: The amount of any loss or damage for which any carrier is liable, shall be computed on the basis of the actual value of the property at the time and place of shipment under this B/L, including the freight charges, if paid; and where the actual value of the property has not been required to be specifically stated by the shipper in this B/L, such actual value shall be arrived at from the bona fide invoice price, if any, to the consignee.

This is objected to for two reasons, first, because it substitutes the value at the place of shipment, whereas the law says its value shall be that at destination; second, it proposes to substitute the invoice price, whereas the law declares it shall be the market value of the goods.

Mr. Smith asks "Why should the carrier be permitted to insert in a B/L this provision, which on its face and by its plain terms, does limit its liability? Why should the freight claim department of the carrier be permitted to base its refusal to fully compensate the shipper, on the terms of a B/L, even tho those terms be, as a matter of fact, in violation of law, illegal and not enforceable? Congress plainly said when it enacted the Cummins amendment into law, that no contract, agreement, or rule, or regulation, no matter in what form it is stated by the carrier, shall limit or reduce its liability."

Sec. 4, providing: Except in case of carriers' negligence, when received from or delivered on private or other sidings or on such wharves or landings, shall be at owner's risk, until the cars are attached to and after they are detached from trains, or until loaded into and after unloaded from vessels.

is objected to by the Council of Grain Exchanges because the operator of a grain elevator would stand the risk after the railroad company's switch engine had hauled the cars from the building and while they stood in some yard beyond his control for possibly 48 hours before actually started toward their final destination, but after B/L had been issued. Mr. Smith contends that the liability of the carrier attaches when the carrier has issued Bs/L and taken the cars into its possession by removing them from the track adjoining the elevator, citing the decision of the court of appeals of Ken-

tucky in Cincinnati Grain Co. v. L. & N. Ry. Co., 146 Ky. 237, that "Where a railroad company maintains a side track adjacent to a wheat elevator and the car is loaded for shipment, and a B/L providing that the carrier shall be responsible for any loss or damage, is issued and sent to the elevator company's office, the car is received for shipment and the railroad company is liable as a common carrier for its destruction by fire on the side track before it was removed."

As this rule has been sustained by the Supreme Court of the United States, Mr. Smith protests against any regulation in the uniform B/L which in any manner seeks to relieve the carrier from that liability.

The position of the Council of Grain Exchanges and all its constituent members, and the grounds on which they object to these several provisions, are that by these provisions the carriers seek to limit their liability and to deny to the shipper or receiver of grain the protection given to them by the different acts of Congress. These provisions being clearly in violation of the law, namely, Carmack amendment, Cummins amendment and the Pomerene amendment, request is made to the commission that the carriers be not permitted to insert them in their bills of lading.

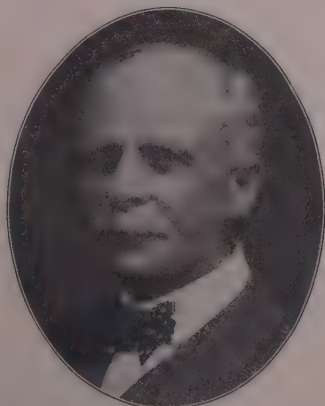
A MEETING of the executive com'te of the Council of Grain Exchanges has been called for Baltimore, to be held between the sessions of the convention of the Grain Dealers National Ass'n.

C. H. Feltman Dead.

Charles H. Feltman, former president of the Peoria Board of Trade, died Sept. 18, after having been in ill health for a year.

Mr. Feltman was born at Kenosha, Wis., March 21, 1859, and with his parents went to Peoria in 1864, becoming sec'y of the Wilson & Holcomb Distilling Co. at the age of 18. His connection with the grain trade began in 1886, with the well-known Smith-Hippen Co. Since 1891 he has been in the business on his own account under the name C. H. Feltman Co. He was pres. of the Board in 1912 and at the time of his death was a member of the com'te on weights. He was one of the organizers of the Peoria County Farm Bureau and served on its first executive com'te.

In 1895 he was married to Miss Ethel Smith, who, with two daughters, survives him.



C. H. Feltman, Peoria, Ill.,
Deceased.

The Michigan Bean Trust.

Farmers in Michigan growing beans as their regular crop have banded themselves together in a trust to control the market price. Delegates from the farms in 20 counties met recently at Grand Rapids, the metropolis of western Michigan, and thru a com'te of five voted to sell no beans at less than \$5 per bushel, with an advance on this each month to cover storage and interest charges, in emulation of the coal barons.

A year ago beans sold around \$2.95 and now are selling at \$5.50. Cannerymen who had contracts to fill paid \$6 for some of the old crop. This is an advance of 80 per cent in the price, against a reduction in the crop of only 4 per cent, according to the government report of Sept. 8, five principal bean producing states showing 9,869,000 bus. this year, against 10,278,000 last year.

Growers stand alone in their demand. The country elevator men, the bean jobbers in the cities, the wholesale grocers and the cannerymen, as well as the consumers, are against combinations for arbitrary price fixing. It also is contrary to law, and against the best interests of the bean growers themselves.

The enviable reputation of the Michigan pea bean has gained it a market that will be lost perhaps forever by this policy of price maintenance. Japanese beans are offered at the seaboard at lower price, freight and duty paid. The Chinese have immense quantities of soy beans to ship as a substitute. California and Colorado are growing beans profitably at \$3 per bushel. These newer sources of supply once firmly established under more favorable climates will make the price of beans so low that the Michigan grower will abandon the bean crop, and a once thriving industry will be no more.

For this reason Michigan dealers who have their capital invested in bean handling facilities are opposed to the fixed price. If the farmers have to quit growing beans the dealers' investment in bean picking plants will be worthless. The cannerymen who have located their plants to handle the Michigan bean foresee that they will be compelled to dismantle their canneries and start anew elsewhere.

After hearing the president of the Michigan Bean Growers Ass'n declare "We will hold for \$5 until the traditional freeze-up in the infernal regions," a bean grower of California, who was present at the convention, replied "I hope the Michigan boys will stick for \$5, as we will be glad to sell ours at \$4.80." This expresses the situation in a nutshell. The Michigan growers will find themselves holding the bag.

THE FIRST CARGO of wheat loaded at the Port Chalmerte grain elevator since the storm which swept over the Gulf last September left for France in the steamship Duffield, consisting of 9,000 bus. The steamer Fenary Lodge is now loading a like amount.

DURING the crop year of 1915-16, ending Aug. 31, there were 1,019 cargoes shipped from the twin ports in Canadian vessels and 830 in American vessels, totaling in all 330,572,660 bus. In comparison with the crop year of 1914-15, shipments were over 200,000,000 bus. more. For that year there were 617 Canadian cargoes and 95 American, making a total of 101,158,802 bus. of all grains. In 1913-14 there were 788 Canadian cargoes and 350 American cargoes—totaling 187,973,371 bus.

Natural Shrinkage Deduction Unlawful.

In the case of A. B. Crouch Grain Co. v. Atchison, T. & S. F. Ry. Co., I. C. C. Docket No. 7518, T. J. Norton appeared for the carriers, while the Council of Grain Exchanges was represented by Edward P. Smith of Omaha.

The A., T. & S. F. moved that the brief submitted on behalf of the Council of Grain Exchanges be stricken from the records; but the Commission issued an order denying the motion. In his able brief Mr. Smith said:

Our sole purpose is to protest against the right of a carrier to insert in its tariff publication, rules or Bs/L that in case of loss or damage in transit, it will deduct from the amount of the claim as presented by the shipper or consignee, an arbitrary amount on account of any alleged "natural shrinkage." Our contention is that to arbitrarily deduct from any claim for loss in transit any fixed or definite amount, is unjust and illegal.

Claims for loss or damage in transit have never been recognized by this Commission as coming within its jurisdiction. This is well shown in the opinion in the case of Atlas-Portland Cement Company vs. Lehigh Valley Railroad Company, 32 I. C. C., 487. While that case was not one for loss in transit, it was one for damage due to delay in transit. In disposing of that case, you said:

"The Commission's jurisdiction over claims for reparation, does not extend to claims arising from loss, damage or delay to shipments in transit, such claims being cognizable in the courts."

Section Twenty of the Act to Regulate Commerce, provides:

"Any common carrier, railroad, or transportation company, receiving property for transportation from a point in one state to a point in another state, shall issue receipt or B/L therefor, and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property, caused by it, or by any common carrier, railroad or transportation company, to which such property may be delivered, or over whose line or lines such property may pass; and no contract, receipt, rule, or regulation, shall exempt such common carrier, railroad or transportation company from the liability hereby imposed."

It was clearly the intention of Congress by this provision to deny to the carrier the right by contract, as well as the right by provisions inserted in its published tariffs, to exempt itself from the liability thereby imposed; and the liability thereby imposed, was the liability for any loss, damage or injury to such property, caused by it, or by any common carrier, railroad, or transportation company, to which such property may be delivered."

If there could be any doubt about the intention on the part of Congress to make the carrier absolutely responsible for any loss of, or damage to, goods while in transit, that doubt has certainly been removed by the language of the Cummins Act, which became effective ninety days after March 4th, 1915. By this act, it was again declared that the carrier should be liable "for the full, actual loss, damage or injury to such property, caused by it, or by any such common carrier, railroad or transportation company, to which such property may be delivered, or over whose line or lines such property may pass."

In order to place this liability beyond dispute and beyond the power of the parties to contract relative thereto, and in order to place it beyond the power of the carrier to limit that liability in any manner, or in any degree by contract, tariff rule or regulation, Congress said that this liability should exist, "Notwithstanding any limitation of liability or limitation of the amount of recovery, or representation or agreement as to value in such receipt or bill of lading, or in any contract, rule, regulation, or in any tariff filed with the Interstate Commerce Commission."

It would seem as though the language thus used in the Cummins Amendment were all inclusive; but in order to place it beyond the preadventure of a doubt, Congress added these words:

"And any such limitation, without respect to the manner or form in which it is sought to be made, is hereby declared to be unlawful and void."

From this it plainly appears that the provision contained in the bill of lading of which complaint was made in this case, does in any manner or in any degree, no

matter how slight, limit the liability of the carrier, then the provision is illegal and void.

The carriers thru their claim departments will refuse to make payments, without first securing the benefit of these provisions for arbitrary deduction, and the claimant would either be forced to submit, or to engage in expensive, vexatious, and long-continued litigation. The result would be that in many instances, the claimant would submit to a rule, illegal in itself, diametrically opposed to the express language of Congress, as enacted into law, but nevertheless enforced by the carriers, so long as it remained in their tariffs filed with this Commission.

Shrinkage is Variable.—That a rule of the character complained of, does limit the liability of the carrier for grain lost in transit, can not be seriously questioned. It may be that under some conditions there is a loss in transit due to natural shrinkage in the transportation of grain in bulk. No witness has ever yet pretended to say to this Commission or otherwise that the amount is the same in all cases; that the same can be determined with accuracy; nor that there is any degree of natural shrinkage in every shipment. All witnesses agree that the amount of shrinkage, if any, varies, dependent upon the character of the grain; the season of the year when the transportation takes place; the length of time the car is in transit, and weather conditions during that period of time.

To illustrate: A car of corn, shipped in the month of January, or February, from the Missouri River to Cedar Rapids, Ia., would be in transit less than 24 hours. It moves at a time when the thermometer is at or near zero. Under those conditions, the natural shrinkage, if any, would be negligible. On the other hand, a car of corn moving from the Missouri River to the Pacific Coast in the summer time, where it might be in course of transportation three or four weeks, passing over the arid region near the Rocky Mountains, with the temperature at or near 100 degrees; through an atmosphere absolutely devoid of moisture; under those conditions, it may well be urged there is a natural shrinkage.

Again, a car of grain moves from the Missouri River to the Gulf. It moves from a high altitude to a low altitude. It moves from a dry climate to a territory where there is a largely increased rainfall, with consequent increased humidity in the atmosphere. That car also is in transit for a period of from two or four weeks. In that instance, instead of there being a natural shrinkage, the car, according to testimony in this record, would actually increase in weight.

From this it must be plain that for the carrier to enforce a rule for the arbitrary deduction of any stated amount because of any alleged natural shrinkage, must in some instances result in relieving the carrier from a liability where there has not, as a matter of fact, been a natural shrinkage, but where there has, in truth and in fact, been a loss of grain in transit.

Let us take a car of corn moving from the Missouri River to Cedar Rapids, Ia. The official weights at point of origin show the car was loaded with 90,000 pounds of corn. When it reaches Cedar Rapids, the official weights at point of destination show the car contained 89,775 pounds. The shipper files his claim for 225 pounds. The carrier refuses the payment, because of this rule in its tariff, which provides that in case of claim for loss in transit, the carrier will deduct one-fourth of 1 per cent on corn for natural shrinkage. One-fourth of 1 per cent on 90,000 pounds would equal 225 pounds. In that event, the amount deducted for natural shrinkage would exactly equal the shortage in the car. If, however, the shipper was able to prove by unquestionable testimony and unimpeachable witnesses that grain was seen leaking from the car door while the same was in transit; and even though it might be shown that while the car was standing on a particular siding, it leaked grain therefrom to an amount equal to four bushels; still, with this provision in the tariff, there could be no recovery, because the difference between the weights at point of origin and point of destination equaled 225 pounds; and the amount of deduction from the weights at the point of origin, by virtue of this tariff provision, was one-fourth of 1 per cent, and one-fourth of 1 per cent on 90,000 pounds equals 225 pounds.

Therefore, if the carrier makes the deduction, as provided by this tariff publication, he has relieved himself from all liability, although, as above indicated, it was shown by unquestionable testimony and unimpeachable witnesses, that there was as a matter of fact a loss in transit, due to the defective condition of the car door.

Therefore, the carrier has relieved itself from liability for loss in transit by a tariff publication that is forbidden by the Act to Regulate Commerce, as amended by the Cummins law.

Shrinkage Not Determined by Rule.—We do not want to be understood as arguing that the carrier is liable for difference in weights between point of origin and point of destination, where that difference is actually due to natural shrinkage. Let us make it plain that we do not seek to hold the carrier liable, if the difference between the weights at the point of origin and at the point of destination is in fact due to natural shrinkage. But, whether or not there is any natural shrinkage, and if so, the amount of that natural shrinkage is a question of fact, to be determined in every instance like any other disputed question of fact, and can not be determined in advance by any arbitrary rule that may be promulgated by the carriers. All those who have given the matter serious consideration have agreed in their testimony that the amount of this natural shrinkage, if any, varies with the different seasons of the year, varies with different years and is dependent upon the length of time the car is in transit and climatic conditions during that period of transportation. For that reason, if for none other, it is impossible to publish a hard and fast rule applicable to all shipments, and to attempt to do so, is to enable the carrier to limit its liability, in violation of the Act to Regulate Commerce, as amended.

This Commission has recently gone on record as opposed to a rule of a similar character, in an action wherein the shipper sought to have a definite amount fixed, either by tariff regulation or otherwise, to compensate him for services performed and materials furnished in cooping grain cars.

In the case of National Council of Farmers Co-operative Association vs. C. B. & Q., et al., reported in 34 I. C. C., 60, this Commission refused to order or approve a specific allowance for that service. As we read the opinion in that case, this Commission recognized that in many instances the shipper performed services in the cooping of these cars, for which he might well be entitled to compensation; but, it was recognized that the amount of cooping varied with different cars. Some required none; others required a little; still others required a great deal; and to fix by tariff publication, or otherwise, an arbitrary amount that should be paid or allowed by the carrier to the shipper for this service, would inevitably lead to over-payment in some instances and under-payment in others, and in some instances would be tantamount to a rebate. In the course of the opinion in that case, Mr. Commissioner Clark said:

"Practically all cars furnished to these country elevators must be cleaned by the shipper. A large percentage of them require more or less patching or cooping, to render them satisfactory to carry grain without leakage. It is impossible to determine from the record, the exact percentage of cars furnished which the shipper must materially repair before loading. So far as the evidence shows, some patching and repair work by the shipper, besides placing the grain doors and cooping around them, is required on about 50% of the cars furnished. This work may consist of covering one or more holes or cracks in the floor, or it may include repairs to doors, posts, ends, linings, roof, and sides of the car. The cars furnished by some carriers are in much better condition than those tendered by other carriers. As great a difference is also noted with respect to conditions of cars furnished at different times by the same carrier. * * * We conclude that we may not with propriety fix by order a maximum amount that should be paid the shipper by a carrier for labor performed and materials furnished by him, in installing grain doors, or doing other incidental repair work on cars furnished for shipment of grain in bulk."

We have no quarrel with that decision. We believe it is right in principle and in practical operation. No two cars would probably require the same work on the part of the shipper. One car might require no cooping at all; other cars would require a little; and still others would require a great deal. To have fixed an arbitrary amount as a maximum that should be paid by the carrier to the shipper, would have resulted in an over-payment on some cars, and under-payment on others, with the result that in some instances the carrier would be paying for something it had never received, and in other instances it would be receiving something for which it made no payment.

The principle underlying that decision should be applied to the matter in controversy in this case, and the carrier should

no more be allowed to make an arbitrary deduction on claims for loss in transit, than it should be required to make an arbitrary allowance for the cooerage of cars.

This provision in a tariff not only deprives a shipper of the right to a trial by jury on the disputed question as to whether or not his grain has been lost in transit; but it denies to him the right of a trial of any kind or character.

No witness who testified in this case, or who has ever given this matter any serious consideration, has testified or contended that the amount of natural shrinkage, if any, was the same in any two cars. In the evidence taken in the instant case, Mr. Pelton, speaking for the complainants, said: "I have handled hundreds of cars that have been weighed at both ends of the line. A large majority, you may say, were, and the difference in those weights would determine that point, and as I have stated, a large number of those cars are weighed at destination, and often weigh a little more than when loaded, 100 to 200 pounds. (R. p. 21.)

Mr. Harrison, Counsel for the Rock Island, speaking for the carriers and addressing Mr. Pelton, said:

"Do you not understand the railroads' contention about this matter to be this: That while it is a fact that the shrinkage is probably not the same in any two shipments, as for instance, it might be, and probably would be, more on a long shipment than on a short shipment, that, nevertheless there is an invisible and inevitable shrinkage in nearly every shipment, and that this percentage that is involved in this rule, represents the best judgment of the grain interests and railroad interests as to what is a proper deduction to be taken as a rule for all the shipments? Do you understand that this is the contention of the Carriers?" (R. p. 20.)

We are very willing to accept that as a proper statement of the position of the carriers in this case. Let us analyze it:

First. There is a shrinkage in "nearly every shipment," which is equivalent to saying that there is not a shrinkage in all shipments, but in a majority thereof.

Second. That this alleged shrinkage "is probably not the same in any two shipments;" that the arbitrary deduction here provided for represents the best judgment of the "railroad interests as to what is a proper deduction to be taken as a rule from all the shipments."

In other words, since there may be a natural shrinkage in some cars and not in others; and since we can not tell with absolute accuracy as to just when that shrinkage will exist or to what extent it will exist, therefore, in order to protect the carriers and relieve them from the obligation of investigating and showing by competent proof that there is a natural shrinkage in any particular car, we will deduct from every shipper who presents a claim for loss in transit, this arbitrary amount, irrespective of the presence or absence of proof of any actual shrinkage in his car.

Stated otherwise: In the month of January, when the weather is near zero, "A" ships a carload of corn from Omaha to Cedar Rapids, Iowa. The car is in transit less than twenty-four hours, and when unloaded, the car which weighed 90,000 pounds at point of origin, is found to contain 89,775 pounds at point of destination. "B" ships a carload of corn from Kansas City to Los Angeles in the month of July. At that time the thermometer stands at 100 degrees while the car is crossing the desert lands of New Mexico and Arizona. When this car reaches its destination, it is found that the difference between the weights at the points of origin and destination, is 1,000 pounds.

We think we are safe in saying that all witnesses would agree that in the case of the shipment from Omaha to Cedar Rapids, under the conditions above indicated, the natural shrinkage, if any, would be negligible; while in the case of the shipment from Kansas City to Los Angeles the natural shrinkage would be noticeable. In the one instance, it would be much less than 225 pounds; in the other instance, possibly more than 225 pounds; but, say the carriers, since we do not know just how much the natural shrinkage would be, we will arbitrarily deduct from any claim that may be presented on the car that moved from Omaha to Cedar Rapids, one-fourth of one per cent, or 225 pounds, in case of a 90,000-pound capacity car, and the same amount on the shipment moving from Kansas City to Los Angeles. This is equivalent to saying, we will arbitrarily take from "A," who shipped from Omaha to Cedar Rapids, a certain amount, in order to make up for what we could not deduct from "B," who makes the shipment from Kansas City to Los Angeles. We will arbitrarily deduct something from "A's" shipment, to make up for what we will probably lose on "B's"

shipment. This is certainly taking property without due process of law, in violation of the provisions of the Federal Constitution.

This Commission condemned this practice in a report filed May 14, 1908, "In the Matter of Released Rates," reported in 13 I. C. C., 550. The opinion in that case was written by Mr. Commissioner Lane, and after reviewing at considerable length the authorities touching the right of the carrier to relieve itself from liability under the system of released rates announced the conclusions of the Commission, and among which were the following rules:

"(c) The stipulation is void as against loss due to the carriers' negligence or other misconduct, if the specified amount does not purport to be an agreed valuation, but has been fixed arbitrarily by the carrier, without reference to the real value.

"(b) The stipulation is void as against loss due to the carriers' negligence or other misconduct, if the specified amount, while purporting to be an agreed valuation, is in effect purely fictitious, and represents an attempt to limit the carriers' liability to an arbitrary amount."

If the provision against which we are now protesting is read in the light of these rules, it must be very plain, that the carrier has no right to insert it in any tariff, rule, regulation or bill of lading. It is void, because it is an attempt of the carrier to relieve it, under certain conditions, from its own negligence or misconduct.

In the specific instance we have already cited in this brief, if the shipper was prepared to prove that there was an actual visual leakage from the car, because of a defect therein; still, if the amount thereof did not exceed one-fourth of 1 per cent of the weight of the car, then no recovery could be had. The provision is therefore condemned by Sub-Division "D" of paragraph Three of the conclusions announced by this Commission in the case last referred to, because it:

"is in fact purely fictitious and represents an attempt to limit the carriers' liability by an arbitrary amount."

The Supreme Court of the United States has, we think, condemned this rule as being wholly illegal, and as taking property without due process of law. In the case of House vs. Mayes, 219 U. S., 217, that court had under consideration a case involving the following state of facts: The Kansas City Board of Trade adopted a rule as follows:

"On all grain bought by members of the Kansas City Board of Trade, and on which Kansas City unloading weights are given, an allowance of 100 pounds per car shall be made to the buyer, to cover loss on account of dirt and other foreign matter."

At the same time there was a statute of the state of Missouri providing that:

"Every sale of grain, seed, hay or coal shall be made on the basis of the actual weight thereof * * *"

The statute also provided a penalty for anyone who should make settlement on any other basis. House was arrested because in making settlement on a carload of grain he deducted from the terminal weights 100 pounds, to cover loss on account of dirt and other foreign matter contained in the car. He justified his right to do so by this rule that had been adopted by the Kansas City Board of Trade. After his arrest he brought habeas corpus proceedings, and in that proceeding was involved the validity of the rule thus adopted by the Kansas City Board of Trade.

The opinion written by Mr. Justice Harlan in that case, after citing this statute and the rule, says:

"Experience had shown that there is a loss from dirt and foreign matter, varying with different cars, which is not fully taken care of in the grade; that there is no method in use of accurately determining the percentage of such foreign matter and dirt; and the 100 pound quantity was taken as a fair average."

No language could be used that would more accurately describe the position and contention of the carriers, when seeking to justify this rule for an arbitrary deduction, on account of natural shrinkage.

In the House case, Supra, it will be noticed that this loss from dirt and foreign matter varied with different cars, just as the amount of loss from natural shrinkage, if there be any, varies with different cars. In the House case it was stated:

"There is no method in use of accurately determining the percentage of such foreign matter and dirt."

So, say the carriers, there is no method in use of accurately determining just how much the natural shrinkage is in these various cars while in transit, and in the House case, Supra, it was the opinion of

the members of the Kansas City Board of Trade that:

"100 pounds was taken as a fair average."

By the same token, the carriers say that one-fourth of 1 per cent, in case of shipment of corn, is taken as a fair average. In considering the contention of the members of the Kansas City Board of Trade, the Supreme Court said:

"Petitioner insists that by prohibiting him from making the deduction of 100 pounds, his property is taken without due process of law."

And so the carrier may argue that by prohibiting it from adopting a rule for this arbitrary deduction, it may be said that the carriers' property is being taken without due process of law, but answering that argument the Supreme Court said:

"We agree with the attorney general that he has reversed the conditions."

The statute of the state of Missouri, which prohibited this deduction, was sustained, and referring to that statute, the Supreme Court said:

"To strike down this act will be to permit him to continue to take the shipper's property, without due process of law, and without any compensation therefor."

The court further declared in that case that this rule of the Board of Trade:

"is unjust and unfair, and contrary to good morals and fair dealings."

Now let us measure the rule that is the cause of this controversy, by the rule that had been adopted by the Board of Trade of Kansas City. It may be admitted that in the case of the transportation of grain, that under certain conditions, there is some loss on account of natural shrinkage. In like manner it must also be admitted that in all grain shipped in bulk in carload lots there is a certain amount of dirt and foreign matter.

It may be said that carriers should not be required to pay for this difference in weight, due to natural shrinkage. So, it might also be said, a purchaser of grain should not be required to pay for dirt or foreign substance, especially where, as said by Mr. Justice Harlan, this foreign matter "is not fully taken care of in the grade."

The amount of natural shrinkage, if any, will vary with different cars, just as the amount of dirt or foreign substance will vary in different carloads of wheat. It will thus be seen the parallel is very striking.

Now if the Kansas City Board of Trade could not, without violating the law, make an arbitrary deduction of 100 pounds from each car because of dirt and other foreign substance, by what process of reasoning can it be said that the carriers can arbitrarily deduct from every claim made for loss in transit, an arbitrary amount, and charge it up to natural shrinkage?

The Legislature of the State of Missouri had declared by its statute that:

"every sale of grain, seed, hay or coal shall be made on the basis of the actual weight thereof," and that:

"no agent or broker, selling any grain, seed, hay or coal, shall have authority under claim of right to do so, by reason of any such custom or rule of the Board of Trade, to sell any grain, hay or coal only on the basis of the actual weight thereof, and any contract of sale of any grain, seed, hay or coal made in violation of this act shall be null and void."

Now, the Legislature of the State of Missouri did not undertake to say, and did not say, that a purchaser of wheat should be required to pay for dirt or any other foreign substance, but it did deny to any purchaser the right to make any deduction, because of any rule of the Kansas City Board of Trade. So, the Congress of the United States has declared, and by the Cummins Amendment has emphasized that declaration, that the carriers shall be liable

"For the full actual loss, damage or injury to such property, caused by it or by any common carrier, railroad or transportation company, to which such property may be delivered, or over whose line or lines such property may pass, within the United States."

And it has also declared that,

"Any limitation of liability or limitation of the amount of recovery, or representation, or agreement as to value in any such receipt or bill of lading, or in any contract, rule, regulation, or in any tariff filed with the Interstate Commerce Commission, shall be unlawful and void."

If, in the face of the Missouri statute, the provision of the Kansas City Board of Trade could not be sustained, then we get to submit there is no principle of law under which, in the light of the Act to Regulate Commerce, as amended by the Cummins Act, a provision in a tariff, rule, or

bill of lading, such as is involved in this action, can be sustained.

Any shipper who claims that a portion of his grain has been lost while in transit is entitled to have the question of whether or not there was any natural shrinkage in that particular car, and if so, how much, determined by a jury of twelve men, under proper instructions from the court. He is entitled to be confronted by the witnesses, who claimed there was a natural shrinkage in his grain, is entitled to cross-examine those witnesses, in order to determine the competency of their testimony as well as its credibility; he is entitled to put his witnesses upon the stand to refute that testimony, and to show that under the conditions surrounding the movement of his car, including climatic conditions, length of time the shipment was in transit and the conditions of his grain when delivered to the carrier there was not and could not be any natural shrinkage.

Basis for Wheat Standards.

Investigation work for the standardization of wheat grades is being pushed by the Department of Agriculture at Washington, and new grades operative under the grain grades act will be promulgated as soon as possible.

Dr. J. W. T. Duvel, who is in charge of grain standardization, has submitted the following list of questions to millers throughout the country, and is soliciting their opinions with a view to developing information on wheat grades with an idea of having them based on milling value:

Should the new grades include limitations of moisture content?

Should wheat be handled on a dockage basis? That is, should the wheat itself be graded on the basis of its own value, with a dockage allowance for foreign seeds or dirt?

How many classes of wheat should be established?

How many grades should there be in each class?

What consideration should be given different weights per bu. of wheat in the new grades? (The different weights, of course, largely affect milling values as to yield.)

Referring to the semi-hard Turkey type of wheat being raised in parts of Illinois, Indiana, Iowa, etc., should a new class be established for this? If so, under what name?

Referring to the extremely soft type of wheat raised on the Pacific Coast, and to some extent in New York state, which is softer than Ohio or Indiana No. 2 red, should a new class be established for this character of wheat, and, if so, under what name?

Should smutty wheat be graded according to its quality, or should such wheat be classified as "sample" grade on account of smut?

A NEW GRAIN ELEVATOR, which is to have a capacity of 2,000,000 bus. of grain will be opened in Samara, Russia, by the Imperial bank. This will be the largest elev. ever built in Russia.

THE FEDERAL LAW establishing grain standards of the United States for shelled corn has raised some doubt as to whether the weight of a bushel shall be 55 lbs. or the legal weight of 56 lbs. The law specifies that No. 1 corn "shall weigh not less than 55 lbs. per Winchester bus., and No. 2 not less than 53 lbs. This, however, in no way affects the legal weight of corn. The weight fixed in establishing the grade, 55 lbs. for No. 1 and 53 lbs. for No. 2, merely goes to determine the quality of the corn as being that which will weigh that amount at least in a struck Winchester bushel measure, but there must be delivered of this quality 56 lbs. for each bus. bought or sold.

Grain Carriers

THE WESTERN PACIFIC has ordered 1,000 box cars.

THE PERE MARQUETTE will purchase 1,000 40-ton box cars.

THE C. M. & St. P. Ry. Co. is building 1,000 freight cars in its own shops.

A TOTAL of 4,000 all-steel box cars is being built for the New York Central Ry.

THE SHIPPING BILL, which has just become a law by the affixing of the President's signature, provides that freight forwarders shall be subject to the jurisdiction of the Shipping Board in the same way as common carriers.

THE HEARING in Kansas City on rates on black strap from New Orleans and Mobile in tank cars to Kansas City has been postponed by the Interstate Commerce Commission to a date to be announced later by the Commission.

THE INTERSTATE COMMERCE COMMISSION has suspended its order of May 27 suspending the C. C. C. & St. L. Ry. tariff involving rates on grain to Frankfort, Ky., to Sep. 28, as the railroad by tariff of July 20 has removed the discrimination.—P.

THE COMPLAINT of the Missouri Grain Dealers Ass'n against the railroad rates on grain will be heard by the Public Service Commission at Jefferson City, Mo., Sept. 26. The complaint asks for a revision of all the rates, which are declared to be discriminatory in various sections of Missouri.

FAILURE of the Great Lakes Transit Co. to reduce rates on grain and grain products originating at St. Louis, while reductions were made on Milwaukee, Duluth, Chicago and other grain is alleged to have worked unlawful discrimination against St. Louis in a complaint made Sept. 16 by the Merchants Exchange of St. Louis to the Interstate Commerce Commission.

A CONSIDERABLE NUMBER of freight steamers are reported waiting for charters in New York harbor. Rates were quoted as high as 120s some time ago, but are now offered at 75s. Ocean rates from New York to Liverpool are down to 22c per bus., the lowest for some months. Full cargo rates from Montreal are 24c. Rates from Argentina are 30s to 40s per ton lower than a few weeks ago.

THE COMPLAINT of the Chamber of Commerce of Milwaukee relative to the refusal of the Milwaukee road to make deliveries from millers and maltsters to lake line docks on transit shipments was recently taken up at a hearing before examiner William A. Disque of the Interstate Commerce Commission in Milwaukee. This privilege was enjoyed until about a year ago, and Milwaukee grain men want the same free privilege.

A TRAIN consisting of 29 cars of wheat destined to Galveston, Tex. over the Missouri, Kansas & Texas Ry. met with an accident at Troy, Tex. recently, causing a total loss of \$20,000 in damage to grain, track and equipment. A broken arch bar on a freight car is ascribed as the cause of the wreck. No one was injured altho 17 of the cars left the track and were smashed to kindling, strewing wheat in all directions, about 15,000 bus. of it being scattered, of which one-third is a total loss.

SUIT WAS BEGUN recently at Bozeman, Mont., by B. F. Antonsen of Three Forks against the C. M. & St. P. Ry. to recover damages in the amount of \$138.19 for loss of wheat from 28 cars shipped from Three Forks to Minneapolis in the summer of 1914 and 1915. The bill charges leakage as the cause of the loss, and contains 28 separate counts, the lowest claim being for 5 bus. and 20 lbs., and the highest for loss from one car was 106 bus. and 40 lbs.

SUSPENSION of the operation of an increase resulting from cancellation by the P. C. C. & St. L. Ry. of its reshipping rate on grain of 12.2c per 100 lbs. from Chicago to Newport News and Norfolk, Va., for export, in connection with the C. & O. Ry. and N. & W. Ry., and substituting the domestic rate of 13.8c per 100 lbs. to become effective Oct. 15, has been requested in a petition to the Interstate Commerce Commission by J. S. Brown, mgr., Transportation Dept., Board of Trade of Chicago.

JOHN B. DAISH, of Denver, on behalf of shippers, has submitted a brief to the Interstate Commerce Commission, on the Cummins amendment requesting that before any graded rates shall hereafter be expressly authorized or required there should be a full hearing in respect to the "circumstances and conditions surrounding the transportation" of the article for which graded rates are proposed; (b) that each of the graded rates must be reasonable for the transportation, the agreed or released values considered; (c) that the measure of graded rates, the base rate having been determined, is to be ascertained by the cost of insurance for the difference in the financial responsibility, and no more; (d) that schedules or tariffs should be free from ambiguity and should afford shippers the option to ship at full or released value and contain clear provisions as to rate and value applying in the event no value is stated or agreed upon, and (e) that no carrier can lawfully exempt itself from liability against its own negligence, the same being contrary to public policy and void.

HEARINGS before the Joint Congressional Com'te provided for by the adoption by Congress of Senate Joint Resolution 60, and generally referred to as the "Newlands Com'te," will begin at Washington on or about Nov. 20, and subsequent hearings will be conducted elsewhere. This com'te is required to investigate the subjects of government control and regulation of interstate and foreign commerce; the efficiency of the existing system in protecting the rights of shippers and carriers; control of incorporation of carriers; proposed changes in the organization of the Interstate Commerce Commission and the Act to Regulate Commerce; government ownership of public utilities, and the comparative worth of government control and government ownership. All interested parties will be given an opportunity to be heard. The Executive Com'te of the National Industrial Traffic League at the recent Detroit meeting stated that the issue of government ownership as against government regulation is now squarely before the public, and the Com'te has prepared certain questions relative to the different attitudes to be taken, which it desires all members of the various affiliated organizations be prepared to answer to determine whether the League shall favor exclusive federal control or regulation as opposed to the present dual system of state and federal control.

THE RECOVERY of \$700 damages or the value of 56,000 lbs. of shelled corn is being sought by O. M. Clark, a grain dealer of Cable, O. in a suit brought against the P. C. C. & St. L. Ry., alleging that the grain was spoiled thru negligence of the railroad while enroute to New Haven, Conn. The trip ordinarily requires 15 days, but in this case the plaintiff claims the corn, which was shipped on Jan. 22, did not arrive before April 6, and on account of the delay became heated, and the top layer sprouted badly so that the consignees refused the corn on arrival.

THE B. & O. Ry., effective midnight Sept. 17, raised the embargo on export and domestic grain (except oats) for Locust Point elevators, Baltimore, Md., from points on the B. & O. and B. & O. S. W. and from connections at and west of Pittsburg, Pa., Wheeling, W. Va., and Bellaire, Ohio. Consignments from connections east of Pittsburg, Pa., Wheeling, W. Va., and Bellaire, Ohio, consigned or to be reconsigned for export via Locust Point, Baltimore, will not be accepted. The C. & O. has put an embargo, effective at once, on all export grain to New-
port News.

DELAY in having set for hearing by the Federal Court a suit to restrain carriers from enforcing the provision in tariffs deducting $\frac{1}{4}$ of 1% on corn and $\frac{1}{8}$ of 1% on other grain in settlement of claims for loss is costing members of the Omaha Grain Exchange considerable money, as the carriers are demanding this deduction before claims are settled and quite a little money is being tied up in this manner. Proposition is now being made to the carriers stipulating that settlement will be accepted by claimants permitting the deduction, it being agreed that, in case the courts decide against the legality of the deduction, carriers will accept and promptly pay supplemental claims for the amount of the deduction.

GRAIN TARIFFS to Port Arthur and Fort William, Can., with respect to minimum carload weights have been amended by the Canadian Northern, Canadian Pacific and Grand Trunk Pacific railroads. At the present time the carrying capacity of the car which may be loaded by shippers is considered the minimum weight. The new rule represents a reduction of 10% in the minimum upon which rates are based. It will apply until Dec. 31, governing wheat grading lower than No. 4, as it is designed to provide for the early movement of low grade wheat and to assist the owners thereof, owing to its light weight. It provides for a minimum capacity of 54,000 lbs. when loaded in cars of 60,000 lbs., and a minimum of 72,000 lbs. when loaded in cars of 80,000 lbs.

THE THREATENED grain handlers' strike at Buffalo will most likely be averted. A meeting was held on Thursday, Sept. 15, at the Chamber of Commerce, Buffalo, at which the vote of the Buffalo longshoremen taken some days previously to refuse handling grain trimmed by non-union labor at Duluth and Superior was considered. Representatives of the elvtr. interests and longshoremen were present. There was a disinclination on the part of both sides to talk about the situation, but it is expected that an amicable settlement will be reached. The principal complaint of the Buffalo men was that the old system of payment thru a stevedore instead of direct to the men obtains at Duluth and Superior, and they feared that this might break down the direct pay system which they won after a hard fight several years ago.

A HEARING on the proposed changes in transit regulations by the Western Trunk Line Com'te was held in Chicago, Sept. 18, before the Interstate Commerce Commission. Recently published tariffs of the Western Trunk Line Com'te provided that in a case where rates break at a market, and proportional or reshipping rates are applicable from market points, the rates for reshipment from an elvtr. or mill shall be the rate in effect at the time of reshipment. The old rule stated that the rate in effect at time of shipment from country point of origin would apply at reshipping point, and the new changes were suspended by the Commission. The proposed rule does not apply on joint thru rates, but only where thru rates are made by combination on reshipping point. Representatives from Kansas City, Omaha, Minneapolis, Milwaukee, St. Louis, besides Chicago, protested the change at the hearing.

THE PROCEDURE of eastern carriers with reference to grain shipped to Chicago from other transit points which originated at country stations, practical operation of which was suspended because of some objection upon the part of the inbound or western carriers, will become effective Oct. 1, according to announcement by J. S. Brown in Board of Trade Bull. No. 380, and will be enforced at all markets under eastern roads' transit rules, and in order for the transit bureau to be in position to authorize the proper tariff rate east of Chicago, inbound carriers' freight bills must show the country point from which the grain first started, the date the grain was forwarded from such country point, as well as the actual weight from the different country points where tonnage is split up on freight bills under transit rules given at western transit points. The eastern carriers have requested the co-operation of the western carriers in having their freight bills show full and proper information; and shippers for their own protection should insist that the inbound carriers' freight bills show complete information, as will be required by the transit bureau.

A COMPLAINT ATTACKING all rates on wheat and coarse grains from Omaha, Neb., to all points in Oklahoma, Arkansas, Louisiana and Texas and stations in New Mexico has been made to the Interstate Commerce Commission by the Omaha Grain Exchange. The complaint also attacks the existing rate differentials and the long and short haul violations of the interstate commerce act. Illustrating the differentials maintained between grain and grain products are the rates from Omaha to Dallas, the rate being 28c on corn, 31c on cornmeal, 31 $\frac{1}{2}$ c on wheat, 36 $\frac{1}{2}$ c on flour and 31 $\frac{1}{2}$ c on bran. The complaint states that all rates on grain and products thereof should be the same, and that a differential of 1c should be maintained between the corn and wheat rates. Because of these rates it is alleged that shippers of grain and grain products from Omaha and Council Bluffs have been and are now subjected to the payment of rates and charges for transportation of grain and grain products which were when enacted and are still unjust and unreasonable in themselves, as well as excessive relatively in violation of section 1 of the act to regulate commerce.

THE ADJUSTMENT of certain transit conditions on grain from western points shipped eastward on the C. M. & St. P. Ry. thru Minneapolis and Milwaukee has been petitioned for by the Minneapolis Traffic Ass'n to the Interstate Commerce Commission, which has brot an inter-

vening petition from the Chamber of Commerce of Milwaukee. Elimination of the penalty of 1c per 100 lbs. charged by the C. M. & St. P. Ry. and connections on wheat originating at points on the Midland Continental Ry., and that of 2c per 100 lbs. on wheat originating at points on its lines in Montana, now charged in addition to the direct thru rates to Chicago and rate points, when wheat is stopped at Minneapolis for a milling-in-transit privilege, is asked by the Minneapolis Ass'n; also that a milling-in-transit privilege be maintained at Minneapolis on wheat originating at points in Iowa, Minnesota, North and South Dakota and other states, the product to be shipped to Duluth, Minn., or Superior, Wis., on basis of the direct thru rate on wheat from point of origin to final destination, and that the road be required to cancel the provision in its present transit tariff which states that "Grain must be consigned from original shipping point to the miller at Minneapolis in whose account the transit tonnage is to be credited, and transit privilege will not be given on grain transferred from one consignee to another," and instead publish a tariff permitting the use of the transit privilege to the public at large. As the members of the Chamber of Commerce of Milwaukee are not permitted to enter the market at Minneapolis, purchase wheat which has arrived at that point over the C. M. & St. P. lines, re-consign such wheat to Milwaukee on basis of the direct thru rate and then obtain a milling-in-transit privilege at Milwaukee, whether an extra penalty is paid or not, but are subject to the same restrictions and limitations as referred to in the petition of the Minneapolis Traffic Ass'n, they maintain in their petition that a change in any of the rates, or in the rules applying in connection with the milling-in-transit privilege would be a discrimination against Milwaukee unless similar changes in rates and transit rules are simultaneously made effective at Milwaukee.

Extra Charge for Unloading Gondolas.

Because of a shortage of ordinary equipment, the railroads are furnishing shippers at country stations with gondola (coal) cars for grain loading.

Any shipper who has loaded one of these gondola cars knows how much extra time it takes and how much extra trouble it causes.

So much more time and expense is involved in unloading a gondola car at a terminal elevator in Omaha than in unloading an ordinary car that the elevators here have found it necessary to make an extra charge of at least \$10 for unloading one of them. Some of the elevators are even refusing to handle any but ordinary cars.

The attention of country shippers is called, not only to these facts, but to the fact that, even if no extra charge be assessed, grain shipped in gondola cars will probably sell for about a cent a bushel less than would the same grain if shipped in ordinary cars.—*Omaha Price Current.*

World's available supply of breadstuffs Sept. 1, 250,000,000 bus., against only 50,000,000 bus. two years ago, is so great that a sudden peace leading to dumping of all stocks would make the cereal worth about 65 cents per bushel. Farmers would quit growing wheat and two years after peace it would climb to more than \$2.00 per bushel.

Grain Trade News

ARIZONA

Tucson, Ariz.—Work is progressing on the 75,000-bu. steel and concrete elvtr., for which we let contract to the Burrell Engineering & Construction Co. This elvtr. will contain all necessary machinery for handling and cleaning grain and also a feed mill.—Eagle Mlg. Co.

ARKANSAS

Arkadelphia, Ark.—The Arkadelphia Mlg. Co. will let contract soon for the erection of an elvtr., consisting of 11 concrete tanks, 100 ft. high, with a total capacity of 150,000 bus.

CALIFORNIA

Alameda, Cal.—The Lowell Grain & Mlg. Co. has engaged in the grain business.

Woodland, Cal.—The Woodland Rice Mill will operate a rice mill, of 1,500 bbls. daily capacity, after Nov. 1.

San Francisco, Cal.—Y. Nagashima, of Mitsui & Co., has been admitted to membership in the Grain Trade Ass'n.

South Vallejo (Vallejo p. o.), Cal.—The Sperry Flour Co. is building a reinforced concrete warehouse, at a cost of \$150,000, to replace its wooden structure, which burned Aug. 29.

Los Angeles, Cal.—The Central Mlg. Co. has been organized to erect an elvtr., mill building and brick warehouse, at a cost of approximately \$32,000. The elvtr. will consist of 4 reinforced concrete tanks, 65 ft. high and 16 ft. in diameter.

CANADA

Bassano, Alta.—An elvtr. is being erected by the Alberta Pacific Elvtr. Co.

Calgary, Alta.—Strong & Dowler are erecting elvtrs. at 9 stations in northern Alberta. This will be finished to handle this season's crop.

WINNIPEG LETTER.

The Midland Grain Co. has been incorporated, with a capital stock of \$100,000.

Fred Bawlf, of the Bawlf Grain Co., on the occasion of his recent marriage, received a beautiful chest of silver from members of the Grain Exchange.

Samuel Spink, who had been ill for some time, died Sept. 19. He was a member of the Grain Exchange, was its 2nd pres., and had held almost every office. He was the first man to engage in the grain commission business in western Canada, opening in that line in 1882. The Grain Exchange has adopted resolutions of sympathy for his family.

COLORADO

Byers, Colo.—The Byers Elvtr. is now in operation.

Sterling, Colo.—I have removed my headquarters from this city to Holyoke.—L. Spelts.

Gilcrest, Colo.—We intend to start work on the erection of a bean cleaning plant and elvtr.—Farr Produce Co., Greeley.

Akron, Colo.—Ed T. Long, formerly mgr. of the Farmers Mlg. Merc. Co-operative Ass'n, has removed to Hastings, Neb.—P. M.

Broomfield, Colo.—The Longmont Farmers Mlg. & Elvtr. Co. bot and took possession Sept. 1 of the elvtr. and mill of A. H. Nissen.

Ft. Morgan, Colo.—The North Ft. Morgan Feed & Fuel Co. has entered the grain business and placed R. J. Donnen in charge of its 7,000-bu. elvtr.

Merino, Colo.—S. B. Ashcraft has bot the elvtr. and grain business of the O'Donnell Grain Co. and will operate under the name of the Ashcraft Grain Co. A 20x70 ft. warehouse has been built. Mr. Ashcraft also contemplates buying or building an elvtr. at Willard.

IDAHO

Downey, Ida.—W. H. Coffin will be grain buyer for the Farmers Society of Equity, which is building a 20,000-bu. elvtr.

Midvale, Ida.—The 60,000-bu. elvtr. and 40,000-bu. warehouse, erected by the Midvale Mlg. & Elvtr. Co., is practically completed.

Weiser, Ida.—Work is progressing on the elvtr. and mill for which the Weiser Mlg. & Elvtr. Co. let contract to the Burrell Engineering & Construction Co.

Burley, Ida.—We are erecting a 6-story 800-bbl. flour mill, and will start running on 300 bbls. The Burrell Engineering & Construction Co. has the contract.—C. C. Baker, mgr. Burley Mill & Elvtr. Co.

Buhl, Ida.—The Farmers Grain & Mlg. Co. has bot suit for \$1,350 against A. T. Maxwell and M. D. Osgood, for alleged failure to carry out a contract to deliver 5,000 bus. of wheat, which plaintiff claims to have bot from defendants on Aug. 8 for \$1.65 a hundred. Plaintiff alleges that 3 days after the purchase of the wheat, the defendants again ratified the contract, but that when the time came to deliver the grain they refused to carry out the agreement.

ILLINOIS

Metcalfe, Ill.—An elvtr. is under construction at this point.

Gillum, Ill.—William O'Neil, Jr., is now mgr. of the Gillum Elvtr.

Pulaski, Ill.—Ed Reeves, of Curry, will engage in the grain business here.

Trilla, Ill.—E. L. Champion has succeeded E. L. Ashbrook in the grain business.—X.

Beecher City, Ill.—M. E. McKittrick is the regular grain dealer at this station.—X.

Lovington, Ill.—The Lovington Grain Co. is making extensive improvements in its elvtr.

Findlay, Ill.—The Findlay Grain & Elvtr. Co. contemplates the erection of a concrete elvtr.

Bloomington, Ill.—The 2nd annual corn and grain show will be held in this city Oct. 18 to 28.

Agnew, Ill.—The capital stock of the Farmers Elvtr. Co. has been increased from \$5,000 to \$10,000.

Astoria, Ill.—Glenn Bader, a member of the Bader Grain Co., was stricken with paralysis Sept. 7.

Yuton sta. (Bloomington p. o.), Ill.—The Yuton Grain Co. is building a 15,000-bu. annex to its elvtr.

Broadwell, Ill.—Millar Byrne has succeeded Robert Eaton, who resigned his position at the elvtr.

Wyand, Ill.—The Wyand Grain Co. has enlarged its office and installed a leased wire market service.

Sparta, Ill.—Samuel E. Grigg, pres. of the Eagle Mlg. Co., operating elvtrs. here and at Houston, died Sept. 10.

Midway sta. (La Salle p. o.), Ill.—John Duncan has succeeded Joseph Farrell in the grain business at this point.—X.

Decatur, Ill.—The 14th annual convention of the Illinois Farmers Grain Dealers Ass'n will be held in this city Oct. 11 to 13.

Cairo, Ill.—C. W. Stout, sec'y-treas. of the Hastings-Stout Co., has been elected to membership in the Board of Trade.

Mill Shoals, Ill.—French Bros., of Bellmont, have bot the elvtr. here and will operate it with H. G. French in charge.

Clifton, Ill.—The report that an elvtr. here burned is an error.—W. H. Vansant, sec'y-treas. R. F. Cummings Grain Co.

Eylar, Ill.—Eylar Co-operative Co. incorporated; capital stock, \$5,000; incorporators, H. G. Norman, Ed H. Redd and others.

Ogden, Ill.—Fire was discovered in the corn elvtr. Sept. 4 and the blaze was extinguished before much damage was done.

Sadorus, Ill.—An oats bin in the new elvtr., west of this place, burst Sept. 18, spilling about 200 bus. of oats in the driveway.

Matteson, Ill.—The Michigan Central Elvtr. has been closed 2 weeks for repairs. The lower part of the elvtr. is being overhauled.

Murrayville, Ill.—The Farmers Elvtr. Co. has let contract for a 35,000-bu. elvtr. to M. J. O'Meara. Excavation work has already begun.

Joy Prairie (Jacksonville p. o.), Ill.—Roy Crouse, of Concord, has succeeded H. A. Furry, who resigned as mgr. of the Farmers Elvtr. Co.

Georgetown, Ill.—C. B. Spang, prop. of an elvtr. and mill, has traded his mill to F. M. Hudson, a grain dealer of Cates, Ind., for land.

Cairo, Ill.—The 100,000-bu. elvtr., recently completed for the Samuel Hastings Co., by the Macdonald Engineering Co., is now in full operation.

Chillicothe, Ill.—We have bot the grain business of W. W. Dewey & Sons and will operate it under the name of W. R. Guyer & Co.—W. R. Guyer.

Decatur, Ill.—L. C. Parkhurst has resigned as mgr. of the E. B. Conover Grain Co. here and accepted a position in the company's office at Springfield.

La. Salle, Ill.—S. J. Marczykowski has constructed a large chute, to convey grain over the streets to the Rock Island, as his elvtr. cannot be reached by a side track.

Bolton, Ill.—I have succeeded E. J. Bolender as agt. of Rosenstiel & Co. The report that a farmers elvtr. company is organizing here is incorrect.—F. N. Barnes.

Conover sta. (Kilbourne p. o.), Ill.—The elvtr., at this station, burned Sept. 12.—C. L. Niederer, Havana. The Turner-Hudnut Co., of Pekin, had been operating the elvtr.

Stark, Ill.—Leo Gorman, who for the past 2 years has had a part interest in the grain business with his uncle, Wm. M. Gorman, has sold out and removed to Cedar Rapids, Ia.

Kenney, Ill.—George McElhiney and George Hubbard, of Mt. Pulaski, have bot the elvtr. of W. M. Meyers and will take possession Oct. 1. Mr. McElhiney will act as mgr.

Princeton, Ill.—Wm. McGuire, of Chicago, has succeeded Ray Walton in the grain office of Mackenzie & Day and Mr. Walton has been transferred to Washington Heights.

Calloway sta. (Taylorville p. o.) Ill.—Twist Bros. will let contract for the erection of an elvtr. on the C. & I. M. R. R. They now operate a small warehouse and dump here.

Ophiem, Ill.—The recently organized Ophiem Grain Co. incorporated; capital stock, \$10,000; incorporators, E. S. Briggs, B. A. Peterson and others. An elvtr. has been purchased.

Melvin, Ill.—The recently organized Melvin Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, Herman Dienelt and others. The company will buy or build an elvtr.

New Berlin, Ill.—The elvtrs. at this place, Island Grove, Bates and Prouty sta. (Loami p. o.) will probably be offered for sale on Sept. 30.—John H. Lloyd, receiver for Twist, Lewis & Co.

LeRoy, Ill.—W. A. Walters & Co., who recently took over the old Zorn property here, expect to make a few necessary repairs on their own house before turning same over to other parties.

Avon, Ill.—Work is progressing on the 20,000-bu. elvtr. for which the newly formed Farmers Elvtr. Co. let contract to the Newell Construction Co. A. V. Curtis, of Prairie City, is interested.

Witt, Ill.—We expect to improve and enlarge our elvtr. and we will add some new machinery. Our elvtrs. here and at Paisley are owned and operated by Ernst & Zimmer.—Paisley Mill & Elvtr. Co.

El Paso, Ill.—C. C. Kingdon, who has been employed in our office for the past 5 years, has resigned his position, effective Oct. 1. It has not been decided who will take his place with us.—El Paso Elvtr. Co.

Bushnell, Ill.—I expect to add 10,000 bus. additional storage room to my elvtr. and will install buckets, belt, boots, pulleys, automatic scale and a Hall Grain Distributor. Work will commence about Oct. 15.—Geo. L. Long.

Standard, Ill.—The elvtr. of the Farmers Elvtr. Co. has been improved. A 10-h. p. electric motor replaces the old motor, a suction fan at the head of the elvtr. leg has been installed and a 22x64 ft. lumber shed has been erected.

The following have been admitted to membership in the Illinois Grain Dealers Ass'n: Farmers Elvtr. Co., Greenview; Block Elvtr. Co., Indianapolis; Dennis & Lowe, Ellsworth, Ill., and A. F. Leonhardt & Co., New Orleans, La.

Lipsev sta. (Mattoon p. o.) Ill.—Ernest Orndorff has bot the elvtr. of the Lipsey Grain Co., taking possession before Oct. 1. The business will be handled thru the office of the Big Four Elvtr. Co. at this city, of which he is mgr.

Mason City, Ill.—Raymond McCreery, of J. A. McCreery & Son, has bot the elvtr. and grain business of D. H. Curry. He will wreck it and build an up-to-date elvtr., equipped with electric power. Mr. McCreery has been operating an elvtr. at Hubly.

Long Branch (Kilbourne p. o.), Ill.—I have bot the elvtr. of the Farmers Elvtr. Co. and have leased it to C. W. Savage & Son, of Virginia, for a year, with the privilege of leasing it for another year at the close of this lease.—C. L. Niederer, Havana.

Tolone, Ill.—Electric power will be installed in the recently acquired elvtr. of Wm. Murray, of Champaign, which is now being rebuilt into a 40,000-bu. house, at a cost of \$6,000. Much of the old structure will be torn down and enlarged, and the old machinery will be replaced by new.

Franklin, Ill.—Fire on Sept. 11 destroyed the elvtr. of W. O. Calhoun, with 15,000 bus. of corn and oats. The elvtr. was insured for \$5,000, or 70% of its valuation, and the grain was fully covered by insurance. Work will start soon on an up-to-date elvtr. to replace the burned structure. It will not be built on the old site.

Alvin, Ill.—The Alvin Elvtr. Co. has made application for an injunction against John Powell, Forrest Powell, Albert Ingram and others and a temporary order has been issued against the defendants. The action recites that several judgments have been taken against the defendants which threaten the future business of the elvtr. company tho it is wholly solvent.

Colfax, Ill.—Work will begin next week on a 40,000-bu. concrete elvtr. for the Farmers Co-operative Co., by the 3 Americas Co., which has the contract. Equipment includes a 5-ton registering beam scale, a 2,250-bu. per hour automatic scale and a 20-h. p. gasoline engine. The office building and engine room will be 12x24 ft. and will also be of concrete. The plant will be completed about Dec. 1.

Richview, Ill.—Our 5,000-bu. up-to-date elvtr., 2 warehouses, car of millfeed, 73 bbls. of flour and 305 bus. of wheat, burned recently. Loss, \$5,114; insurance, 75%. The elvtr. was new and had been operated only 3 months. The fire is tho to have started from a spark from a passing locomotive. We will rebuild in the spring, with a 12,000-bu. fireproof storage tank elvtr.—Etting & Baldrige.

Hindsboro, Ill.—We sold our lumber business to a Chicago company, but did not sell our elvtr. and coal business as was recently reported. We have organized a state bank here. Harry L. Crawford, formerly mgr. of the grain and coal business, will go into the bank as cashier. Elmer C. Crawford, who had charge of the lumber business, will now manage the grain and coal.—J. Crawford & Sons.

Tonica, Ill.—A. W. Brown, mgr. of the Tonica Grain Co., who disappeared recently, about 2 weeks before his departure, bot a new automobile, for which he had not sufficient funds to pay. He therefore wrote a check for \$1,000 on the company, payable to himself, and paid for the car. The Moses Rothschild Co. stopped payment on this check and thus far no one has lost on the deal. The Tonica Grain Co. has now employed D. M. McKenzie as mgr. and will remodel and put its elvtr. in first class condition.

Bloomington, Ill.—L. E. Slick & Co. incorporated; capital stock, \$125,000; incorporators, L. E. Slick, H. J. Grove and others. The concrete work for the company's elvtrs., on the C. & A., has been completed and work on the superstructure is now in progress. The main storage chamber, of reinforced concrete, is 32x40 ft. and 60 ft. high. A 50-ft. addition is being added above this, to house the hoisting machinery, large hoppers and scales, making the structure 110 ft. in all. To each north corner of the building a 50 ft. tank, 16 ft. in diameter, has been added for the extra storage of grain and these are so arranged that they may be filled from the machinery in the main building. The company's old building has been faced with concrete and the interior has been reconstructed.

PEORIA LETTER.

Alexander G. Tyng, of Tyng, Hall & Co., was married recently to Miss Hilda Anderson.

The membership in the Board of Trade, held by J. H. Ridge, has been transferred to Wm. Stacy, of the S. C. Bartlett Co.

The co-partnership heretofore existing between T. A. Grier and W. T. Cornelison, was dissolved Sept. 15. T. A. Grier has taken over all of the assets of the business and assumed all of the liabilities. T. A. Grier and E. C. Grier will hereafter continue the grain and commission business under the name of T. A. Grier & Co.

CHICAGO NOTES.

A membership in the Board of Trade sold Sept. 18 at \$6,125 net to the buyer, a new high price.

The Northwestern Calumet Terminal Elvtr., to be operated when completed by Armour Grain Co., will contain the largest dust collecting system in the world. Forty-two Cyclones will be installed.

The Star & Crescent Mfg. Co. has added 10 tanks and 6 pockets, of 200,000 bus. capacity, to its grain storage plant. This brings the total storage capacity to 500,000 bus. An office building has also been erected.

The directors of the Board of Trade have changed the proposed amendment to section 2 of rule 10. It provides that membership of a deceased member may be transferred without cost. All living members are to pay \$250 transfer fees.

The Armour Grain Co. held its annual meeting Sept. 12 and elected the following officers: Pres., George E. Marcy; first vice-pres. and sec'y, E. A. James; vice-presidents, F. W. Croll, E. D. McDougal, H. D. Richeson, John Kellogg, K. V. N. Nicol; treas. and ass't sec'y, C. W. Dingman; ass't treasurers, S. B. McGrew and E. H. Pratt.

Robert D. Warner, Edward F. Breternitz, Howard D. Murphy, and Albert E. Hartley have applied for membership in the Board of Trade. Edwin B. Cox, Thomas Ellis, Albert L. Flood, Axel Hansen, Math G. Scholtzen and John J. Mulville have been admitted to membership and the memberships of John Dupree, Jr., Garfield T. McLean, George E. Fuller, Wheelock S. Nicholson, Wyllys K. Smith, Henry Bottsford, and Frederick S. Heinrichs have been posted for transfer.

The Board of Trade Mutual Benefit Ass'n will hold its annual meeting in the visitors' room of the Board of Trade at 3 p. m., Sept. 29.

Booth & Stevenson have opened a grain commission office in the Royal Insurance Bldg. J. W. Booth has been with James E. Bennett & Co. and E. G. Stevenson, with Noyes & Jackson.

INDIANA

Columbia City, Ind.—Allen Dohner, of North Manchester, is now mgr. of the elvtr. and mills of R. Tuttle & Co.

Wilkinson, Ind.—Extensive improvements will be made in the elvtr., recently purchased by Kinder & Thomas.

Winchester, Ind.—Terry Davisson has returned to his former position with the Goodrich Bros. Hay & Grain Co.

Newland, Ind.—Babcock & Hopkins, who are listed as operating an elvtr. here, are not in the grain business at this point.

Lapaz, Ind.—We have bot the Lapaz Elvtr., remodeled it, and are now doing business here.—W. D. Wilson, mgr. W. D. Wilson & Co.

Rochester, Ind.—W. L. Leiter will turn over his elvtr. and grain business to his sons, Wm. and Fred, and will retire, as he is 77 years of age.

Jonesboro, Ind.—W. R. Brock, of Fairmount, has leased the elvtr. and mill of the Jonesboro Mfg. Co., owned by the Naber Mfg. Co., of Fairmount.

Newcastle, Ind.—Fraser & Monroe have succeeded Fraser & Mercer in the grain and seed business, Dan Monroe having bot the interest of Wm. Mercer.

Greenfield, Ind.—D. G. McClarnen and C. M. Curry, who bot the elvtr. and mill of the New Mfg. Co., have made some substantial improvements in the plant.

Thayer, Ind.—No elvtrs. are located at this point and Babcock & Hopkins, who are listed as elvtr. operators here, are not in the grain business at this point.—X.

Marion, Ind.—O. M. Thomas has bot the interest of Alfred Burge in the Burge-Thomas Mfg. Co., operating an elvtr. The business will now be conducted as the Thomas Mfg. Co.

Packerton, Ind.—The Farmers Elvtr. Co. is building an elvtr., 70 ft. high. It will contain 10 large bins and will be equipped with up-to-date dumps. The North Manchester Construction Co. has the contract.

South Bend, Ind.—The South Bend Elvtr. Co. operates the only elvtr. here at present. The Interior Elvtr., formerly operated by Elmore, Squire & Co., is not now in operation. This elvtr. is owned by the New York Central Railroad Co.—X.

Milton, Ind.—The Anderson & Sons Grain Co. has succeeded the Connell-Anderson Grain Co. at Milton, Beeson sta. (Milton p. o.), and Bentonville. It carries a complete line of flour, feed, tile, salt, coal and cement.—Albert Anderson, sec'y.

Mt. Vernon, Ind.—The Fuhrer-Ford Mfg. Co. incorporated; capital stock, \$45,000; incorporators, Wm. M. Fuhrer, Eugene H. Fuhrer and A. C. Thomas. The company now operates elvtrs. and mills in Illinois and Indiana and contemplates the erection of another plant.

Wellsboro, Ind.—The grain elvtr. at this place owned by McKenna, Rogers & Co. of Chicago, was destroyed by fire the night of Sept. 19. It was a 50,000-bu. house, and the loss is estimated at approximately \$150,000. Plans for rebuilding the elvtr. have not yet been made.

Earl Park, Ind.—We have succeeded the Wilson-Barr Co., Samuel W. Gaunt, lately of the firm of Flinn & Gaunt, of this place, taking Will W. Wilson's interest in the business. Mr. Wilson goes to the Bert A. Boyd Grain Co. at Indianapolis.—Jas. R. Barr, of Richland Grain Co.

Boggsstown, Ind.—The Boggsstown Grain & Supply Co. has let contract for a 15,000-bu. elvtr. to L. J. McMillan. Much of the lumber and machinery from the old elvtr., now being dismantled, will be used in the new house, which will be ready Nov. 1. L. C. Burnside is mgr. of the company.

INDIANAPOLIS LETTER.

Kendrick & Sloan Co. incorporated to conduct a grain and hay business; capital stock, \$5,000; incorporators, Bert F. Sloan, O. D. Kendrick and M. E. Swartz.

The attendance was smaller than usual at the annual outing of the Indiana Grain Dealers Ass'n at Lake Maxinkuckee held Labor Day. This was due to the threatened railroad strike.

It was found necessary, by the Pennsylvania R. R., to furnish 2 Pullmans for the party leaving this city, on Sept. 24, at 5:45 p. m., for the annual convention of the Grain Dealers National Ass'n at Baltimore, Md.—Bert A. Boyd, pres. Bert A. Boyd Grain Co.

IOWA

Rome, Ia.—An elvtr. has been erected here.

Ticonic, Ia.—The Sioux Grain Co. is building a corn crib.

Griswold, Ia.—E. Rothschild & Co. have bot the north elvtr.

Terril, Ia.—The Terril Grain Co. has erected new coal sheds.

Farragut, Ia.—H. G. Loonan has started work on his new 15,000-bu. elvtr.

Knierim, Ia.—The elvtr. of the Farmers Grain & Coal Co. has been repaired.

Ollie, Ia.—Wes McCarty, formerly mgr. of the Ollie Grain Co., died Sept. 10.

Inwood, Ia.—The Klein Bros. Grain Co. has installed a 10-h. p. electric motor in its elvtr.

Wightman, Ia.—Howard Moore, of Lidderdale, has bot the elvtr. of the Farmers Elvtr. Co.

Westfield, Ia.—We are now painting our elvtr.—Herman Foley, agt. McCaull-Webster Elvtr. Co.

Mt. Pleasant, Ia.—Bert Long, of Rome, is now employed at the elvtr. of the A. D. Hayes Elvtr. Co.

New London, Ia.—The Farmers Elvtr. Co. has let contract for a 25,000-bu. elvtr. to the Newell Construction Co.

Keota, Ia.—Lightning Sept. 5 struck the elvtr. of J. W. Harding & Son., tearing a number of shingles from the roof.

Arion, Ia.—Ahart & Co. have bot the Milwaukee Elvtr. and installed a new engine in it.—John Ahart, Dow City.

Hornick, Ia.—The Tiedeman Elvtr. Co. is repairing its elvtr. and scales at this station.—H. L. Schmutz, agt. Holmquist Elvtr. Co.

Shenandoah, Ia.—Wm. McMahon will have to move his elvtr., which now stands on a street, which the city has ordered to be curbed.

Auburn, Ia.—The recently incorporated Farmers Grain Co. has let contract for a 25,000-bu. elvtr. to the Newell Construction Co.

Lanesboro, Ia.—Mighell & Son, who sold their elvtr. at Sherwood, will continue in the grain business here with H. J. Mighell as mgr.

Jamaica, Ia.—We have painted our elvtr. this spring and have installed a sheller, operated by a 7-h. p. electric motor—Farmers Grain & Coal Co.

Riceville, Ia.—The elvtr. of Burke & Sons has been moved and remodeled by the Newell Construction Co., which had the contract for the work.

Council Bluffs, Ia.—We have no intention of building at this point and have no information regarding any one else building here.—Updike Grain Co.

Kimball siding (Hartford p. o.), Ia.—The Taylor & Patton Co. operates a 5,000-bu. elvtr. on the C. R. I. & P., which has recently undergone repairs.—X.

Ware, Ia.—Gust Larson is in charge of the 70,000-bu. elvtr. of the Quaker Oats Co. and I am agt. at the 40,000-bu. elvtr., owned by C. C. Buck.—P. Paterson.

Malcom, Ia.—Harley Bookneau has succeeded W. E. Johnson, who will resign Oct. 14 as mgr. of our company, a position he held for the past 4 years.—Farmers Elvtr. Co.

Corning, Ia.—Geo. Roberts was badly bruised, when in adjusting a grain chute at the elvtr., he lost his balance and fell a distance of 10 ft., on a cement abutment.

Story City, Ia.—Fire destroyed the elvtr. of E. L. Erickson, together with 10,000 bus. of grain. Loss partly covered by insurance. The fire started in the cupola from sparks from the electric motor.

Columbus Jetn., Ia.—Work is progressing on the iron clad elvtr. for which Sprague & Weber recently let contract to the Newell Construction Co. This house replaces the one burned May 2.

Farragut, Ia.—Improvements will be made in the elvtr. of the Nebraska-Iowa Grain Co. The large addition will be wrecked and the interior will be remodeled by the Van Ness Construction Co., which has the contract for the work.

Council Bluffs, Ia.—Our new elvtr. at this point will have a storage capacity of 1,000,000 bus. Work has been started by the Stephens Engineering Co., which has the contract. It will be operated by a separate company.—Hynes Elvtr. Co.

Allison, Ia.—Chas. Harper has succeeded J. H. Schuler, who resigned after managing the elvtr. of the Farmers Elvtr. Co. for a number of years. Lightning recently struck the elvtr., setting fire to the cupola, which was quickly extinguished.

Iowa Falls, Ia.—The Farmers Elvtr. Co. has let contract for a 20,000-bu. elvtr. to the Younglove Construction Co., to replace the burned one. It will be covered with galvanized iron and will be completed Nov. 25, at a cost of \$4,750. An office will also be erected.

Sioux City, Ia.—We have not as yet taken any steps to erect terminal facilities in this city, but will undoubtedly do so if the volume of business seems to justify it. Mr. Gallup is building an elvtr. at Decatur, which will have a capacity of 7,000 bus., with storage capacity of 8,000 bus. of sacked grain. He advised us Sept. 11 that he expects to make bi-weekly shipments to Sioux City, having made arrangements with some of our milling concerns for grain.—W. E. Holmes, sec'y Commercial Club.

Des Moines, Ia.—Two appeals from a decision by Judge H. H. Whittaker as referee in the bankruptcy case of the Lockwood Grain Co. will be heard at the November term of district court. Foster C. Hennian of New Jersey claims that prior to the bankruptcy proceedings, he delivered 3,386 bus. of oats to the Lockwood company at Shipley, Ia. Its value was \$1,320.74. He asked that the claim be allowed as a secured claim. The referee denied the petition. Hennian now claims the title to the grain was never held by the trustee. He wants either the grain returned or the money in payment. Andrew Nelson in his appeal, states that he delivered to the company at Cambridge, Ia., 1,791 bus. of oats and 878 bus. of wheat, their total value being \$1,498.87. The referee denied the claim which is identical with that made by Hennian.



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MILWAUKEE

Postville, Ia.—Hall Roberts, 75 years of age, was fatally injured Sept. 15 by a fall thru an opening in the floor of his elvtr. He suffered a hemorrhage of the lungs shortly after the accident and according to report there is no hope of his recovery.

KANSAS

Cottonwood Falls, Kan.—F. I. Beach, for 25 years in the grain business, died recently.

Cleveland, Kan.—Farmers are organizing a company to build an elvtr. at a cost of \$5,000.

Murdock, Kan.—Mr. Case, of Zenda, has been employed as mgr. of the Farmers Elvtr. Co.

Clay Center, Kan.—George W. Hanna has bot an interest in the Snell Mill & Grain Co.

Belle Plaine, Kan.—The New Era Mfg. Co. will build an elvtr. on the Midland Valley Ry.

Robinson, Kan.—The Farmers' Union is erecting a flour and feed warehouse east of its elvtr.

Ashland, Kan.—Wallingford Bros. are enlarging their elvtr. to double the present storage capacity.

Tampa, Kan.—Mr. Garton, of Minneola, is mgr. of the new elvtr. of the Farmers Grain & Supply Co.

Uniontown, Kan.—I have completed my 10,000-bu. elvtr. and now have it in operation.—H. M. Griffith.

Ludell, Kan.—The elvtr. of the Gooch Mfg. & Elvtr. Co., and contents, burned Sept. 19, with a total loss.

Esbon, Kan.—The elvtr. at this place will be repaired.—O. B. Norton, agt. Wright-Leet Grain Co., Bellaire.

Montezuma, Kan.—The H. B. Wheaton Grain Co., of Hugoton, has bot the 18,000-bu. elvtr. of the Morton Grain Co.

Dodge City, Kan.—Miss K. B. Strong has succeeded Jesse Nebergall, who resigned, as mgr. of the Farmers Equity Elvtr. Co.

St. John, Kan.—David S. Jackman, mgr. of the St. John Mill & Elvtr. Co., will marry Miss Nora Ethelyn La Grant, of Wichita.

St. John, Kan.—F. L. Harter has succeeded Geo. R. Cooper, who resigned Sept. 1 as our mgr.—Farmers Grain & Coal Co.

White Cloud, Kan.—The White Cloud Grain Co. has been incorporated by James P. Kelley, Wm. Koelling and August Steffen.

Alida sta. (Dickinson p. o.), Kan.—The Alida Co-operative Elvtr. Co. has been incorporated, with a capital stock of \$10,000.

Hedeville sta. (Salina p. o.), Kan.—The recently incorporated Farmers Elvtr. Co. is operating its new elvtr. with Mr. Bunger as mgr.

Hunter, Kan.—Earl Witham, formerly ass't mgr. of the Farmers Elvtr. Co. at Beloit, is now mgr. of the Farmers Elvtr. Co. here.

Murdock, Kan.—My 7,000-bu. wooden elvtr. at this place has been completed. The White Star Co. had the contract.—C. T. Sykes.

Levant, Kan.—We are erecting an 18,000-bu. studded elvtr. on the Rock Island. The White Star Co. has the contract.—Farmers Elvtr. Co.

Antelope, Kan.—We are building a 12,000-bu. elvtr. at this point. The White Star Co. is doing the work.—Stevens-Scott Grain Co.

Shipton, Kan.—We are building new elvtrs. at this point, Inman and Jipson City. The White Star Co. has the contracts.—Ball Mfg. Co.

Altamont, Kan.—The Farmers Elvtr. Co. has been organized, and will buy and sell wheat and produce, but will not build an elvtr. this fall.

Williams, Kan.—We have completed our elvtr. on the A. & N. Ry. at this place. It is a 15,000-bu. house, is equipped with a Fairbanks Wagon Scale, Richardson Automatic Scale, manlift, etc., and is of iron-clad construction.—Kansas Grain Co., Hutchinson.

Haggard, Kan.—The Hugoton Elvtr. & Warehouse Co. has bot the elvtr. of the A. Aiken Grain Co., located on the Cimarron Valley extension.

Hutchinson, Kan.—George Kelly is now traveling for the Turon Mill & Elvtr. Co., his territory being southern Nebraska and northern Kansas.

Dresden, Kan.—We are erecting an 18,000-bu. studded elvtr. on the Rock Island. The White Star Co. has the contract.—Farmers Elvtr. Co.

Langdon, Kan.—J. A. Lyons, mgr. of the Farmers Elvtr. Co., is a candidate for state representative of the 76th district, on the Democratic ticket.

Lawrence, Kan.—The Bowersock Mill & Power Co. has completed the large annex to its elvtr. and now has a total storage capacity of 600,000 bus.

Lost Springs, Kan.—The mill burned down recently, but the elvtr. of the Farmers Union was only slightly damaged.—Lost Springs Elvtr. Co.

Pierce Jct. (Everest p. o.), Kan.—The Farmers Elvtr. Co. has increased the capacity of its elvtr., erected a storage room and has constructed coal bins.

Inman, Kan.—George Flaming, of Lehigh, has succeeded D. J. Ratzlaff, who will resign Oct. 1 as mgr. of the Farmers Elvtr. Co., a position he held for 6 years.

Hutchinson, Kan.—A belt line railway is proposed for this city by a number of local capitalists, the purpose being to connect the interurban and steam lines.—A.

Wichita, Kan.—Burstel elvtrs. at Caner, Bouge, Ness City, Brenham sta. (Haviland p. o.) and Wingo are now being repaired by the White Star Co.

Clifton, Kan.—The Murdock Grain Co. transferred grain from the main elvtr. on the Mo. Pac. to its elvtr. on the Union Pacific, on account of the car shortage.

Narka, Kan.—I have resigned as mgr. of the Farmers Grain & Supply Co. here and am now mgr. of the Farmers Mercantile Co. at Ft. Morgan, Colo.—O. T. Vinsonhaler.

Offerle, Kan.—Perry S. White is managing the elvtr. of the Farmers Elvtr. Co., during the absence of Ralph A. Northrup, who is at the Mexican border with his company.

Wichita, Kan.—R. W. Amerine, at one time in the grain business here, is seriously ill with typhoid fever at Blackwell, Okla., where he has been managing the Blackwell Mill.

Zook sta. (no p. o.), Kan.—The 18,000-bu. elvtr., under construction for the Pawnee County Grain & Supply Co., of Larned, has been completed and the Anthony & Northern is now building a switch.

Topeka, Kan.—The Turon Mill & Elvtr. Co., of Hutchinson, has opened a branch office here with Lester B. Miller, who has been mgr. of the firm's office at Atchison, in charge.—E. T. Marion, Hutchinson.

Kiowa, Kan.—The Kiowa Grain & Supply Co. has taken over the business of the Kiowa Grain Dealers Ass'n and the capital stock has been increased to \$20,000. An elvtr. will probably be erected soon.

Atchison, Kan.—Joseph Hillyard has been transferred from the main office of the Turon Mill & Elvtr. Co. at Hutchinson, to succeed Lester B. Miller at the company's branch office here.—E. T. Marion, Hutchinson.

Sublette, Kan.—We have bot the 12,000-bu. elvtr. and coal business of the C. C. Isely Lumber & Coal Co., located on a branch of the A. T. & S. F. R. R. Allen Brinley is pres. and Geo. Battorff, sec'y, of our company.—Farmers Union.

Burdett, Kan.—The Kansas Flour Mills Co. has reopened its elvtr. with W. Milloy in charge. J. Wheeler is agt. of the Rock Mill & Elvtr. Co., A. H. Martin is mgr. of the Farmers Elvtr. Co., and R. M. Norris is mgr. of the Norris Elvtr.—X.

Burlington, Kan.—The Excelsior Mlg. & Power Co., a new corporation, composed of about 10 persons, has bot the Excelsior Mills and will continue the business along the same lines as formerly. The company is not co-operative as was reported.—N.

Atchison, Kan.—The J. B. McClure Grain Co., which recently purchased a membership in the Atchison Board of Trade, will be represented here after Oct. 1 by E. B. Cool, who has been associated with Mr. McClure at Hutchinson for the last 8 years.

Grant, Kan.—Peterson Bros. have just completed an 8,000-bu. elvtr. and will operate it under the name of the Grant Grain Co., with myself as mgr. The Western Construction Co. had the contract. This is a new station on the Salina Northern R. R.—N. P. Peterson, mgr.

Kingsdown, Kan.—The Liberal Elvtr. Co., of Hutchinson, which operates an elvtr. at this station, has bot suit against D. L. Scott for failure to deliver wheat on contract. The company charges that on July 5, 1916, it purchased from D. L. Scott, a farmer, 1,000 bus. of wheat at \$1 a bu., the wheat to be delivered at once. Mr. Scott is alleged not to have fulfilled his part of the contract. On Aug. 25 wheat reached \$1.41 at this station, so the elvtr. company asks \$410 from Mr. Scott, which it alleges it lost thru his failure to keep a contract.

KENTUCKY

Nicholasville, Ky.—Joe Nevis, of Lancaster, has bot a half interest in the elvtr. and mill of S. B. Sanders.

Owensboro, Ky.—The Rapier Grain & Seed Co. let contract for a 50,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co. and work on it has been started.

Owensboro, Ky.—The Glenmore Distillery Co., of this city, is building additional storage space for its small grain. Perfection Metal Tanks, of 18,000 bus. capacity, have been ordered.

Springfield, Ky.—L. T. Brown has bot a half interest in the grain and feed business of J. M. Williams & Co. and the business will now be conducted under the name of Williams, Brown & Co.

Louisville, Ky.—E. C. Eberts, formerly of Eberts & Bro., has succeeded F. H. Nesmith, who resigned as wheat buyer for the Louisville Mlg. Co. I. C. Klepper, of Minneapolis, Minn., is now mgr. of the company.

Adairville, Ky.—The Adairville Mlg. Co. has erected a 36x60 ft. warehouse for storing grain and manufacturing products. It has a capacity of from 10,000 to 15,000 bus. of wheat. The company's mill has been repainted and new machinery installed.

Owensboro, Ky.—A. Bresler & Co. has bot suit against the Lyman-Jones Grain Co., in which is asked a judgment of \$390.92 and the issuance of a general attachment on a carlot of rye, the property of the defendant and now in the possession of the L. H. & St. L. Ry.

LOUISIANA

New Iberia, La.—A. S. Lewis, of the Morten Mlg. Co., Dallas, Tex., and John J. Knight, formerly of the Knight Bros. Grain Co., Dallas, are operating a grain shipping business at this city, under the firm name of Lewis & Knight. Mr. Lewis still remains with the Morten Mlg. Co. at Dallas and does the selling at that end, while Mr. Knight is in charge of the office here.—Lewis & Knight.

NEW ORLEANS LETTER.

The Dock Board Elvtr. will be completed about Nov. 1.

Henry Beelman resigned Sept 15 as foreman of Elvtr. "D," owned by the Central Elvtr. & Warehouse Co., a position he held for the past 3 years. He is now foreman of the new Public Elvtr. He was presented with a handsome remembrance by employees of the Stuyvesant Dock Elvtrs.

MARYLAND

Adamstown, Md.—Thomas & Co., grain dealers, have purchased land and will erect a 15,000-bu. elvtr., warehouse and office building.

Ellicott City, Md.—The C. A. Gambrell Mfg. Co. is preparing plans for a reinforced concrete elvtr. and 6-story mill, to replace its burned plant.

BALTIMORE LETTER.

G. A. Hax & Sons, grain dealers, suffered a loss of approximately \$25,000 by fire at their plant Sept. 16. The loss is fully covered by insurance.

While loading grain on the steamer "Orthia," lying at Locust Point, 2 stevedores fell into the hold of the ship, a distance of 40 ft., and were badly injured.

We contemplate getting a small floating elvtr. in order to unload the small bay schooners either into barges or into cars, an unloading apparatus that will shoot the grain into nearby lighters or cars.—E. Steen & Bro.

Colonel Harry C. Jones, who has been conducting a grain and hay business under the name of H. C. Jones & Co., has applied for the benefit of the bankruptcy law. He states his liabilities are \$218,233.26 and assets \$89,489.27. Most of the liabilities are on grain contracts. Colonel Jones has just returned with his regiment from the Mexican border.

Many bay vessels carrying grain to this port, which have been held up in the local harbor for so long, because of the lack of elevating facilities, were unloaded Sept. 15, with the completion of the work of installing the machinery in the new Western Maryland Elvtr., at Port Covington. This work at Port Covington, together with the increased activities of the B. & O. Elvtrs. at Locust Point, in accordance with the promise of the road to Governor Harrington and the Chamber of Commerce com'te, has resulted in great relief to the waterborne grain trade. Local grain men, however, are not going to let the matter rest. They will push the question, in an effort to prevent a recurrence of the recent expensive congestion. Pressure is being bot to bear on the Pennsylvania Railroad to get that road to hurry its plan for a new elvtr. at Canton, to take the place of the one recently destroyed by fire. The contract for this new elvtr. has not been let, as the Pennsylvania officials say the exact plans have not yet been decided on.

MICHIGAN

Coleman, Mich.—The Coleman Grain & Lumber Co. has sold its lumber interests to J. E. Curtice.

Eckford, Mich.—Frank Nowlin intends to build a 6,000-bu. addition to his elvtr.—F. J. Peters, agt.

Clarksville, Mich.—We have put in a Ferrell Clipper Cleaner for beans and wheat.—E. F. Cool & Co.

Lakeview, Mich.—George Ferris has purchased an old building and intends to remodel it into an elvtr.

Onkama, Mich.—We are building a 40x70 addition for beans.—W. B. Burmeister of B. Burmeister.

Anderson, Mich.—An addition is being built to the elvtr. of the Stockbridge Elvtr. Co., which will double the capacity.

Six Lakes, Mich.—The Six Lakes Elvtr. Co. has been incorporated, with a capital stock of \$15,000. G. C. Marotzke is treas.

Harbor Beach, Mich.—The Huron Mlg. Co. has bot large buildings, which it will use as warehouses and bean picking rooms.

Sturgis, Mich.—The elvtr. of the Sturgis Grain Co. was entered by thieves Sept. 10, who were frightened away before anything was taken.

Eaton Rapids, Mich.—Frank Strong will have active charge of the elvtrs. here and at Onondaga, formerly conducted by the late N. A. Strong.

Constantine, Mich.—The Constantine Mlg. Co., operating an elvtr. and mill, has installed a dump so that grain may be unloaded without shoveling.

Moline, Mich.—Fire caused by a gasoline engine destroyed the elvtr. here Sept. 18, with an estimated loss of \$2,000. A few hundred bus. of wheat was saved.

Coleman, Mich.—C. H. Niggeman has sold his interest in the Coleman Elvtr. Co. to the other stockholders, J. E. Curtice, J. M. Doherty and E. R. Simons. Mr. Simons will continue in charge of the elvtr.

Detroit, Mich.—Otto H. Sherlitz, who for the past 6 years has been connected with Paine, Webber & Co., has recently become associated with E. W. Wagner & Co., at their offices here in the Penobscot Bldg.

Saginaw, Mich.—The bean elvtr. of the Saginaw Mfg. Co. was threatened with destruction Sept. 11 by fire, which started in the blower. A portion of the woodwork was burned but the damage was not great.

Pinconning, Mich.—Chas. Marcoux has filed a bill of complaint charging that Wm. Reardon represented the assets of the Farmers Elvtr. Co. incorrectly. Reardon claims the assets totaled \$3,558, with liabilities of \$15,845.

Greenville, Mich.—Earle B. Slawson has equipped his new 12,500-bu. elvtr. with a 100-bu. Fairbanks Hopper Scale, Clipper Cleaner, manlift and giant rubber roll picker. Electric power will be used to drive the machinery.

Galesburg, Mich.—Zinn & Austin have bot a coal and lumber yard, which they will run in connection with their elvtr. and mill. Mr. Zinn will remain in Battle Creek and Mr. Austin will have charge of the Galesburg interests.—A.

Lake City, Mich.—The McBain Grain Co. has completed its new elvtr. and warehouse. The elvtr. is 50 ft. high, with full basement, of cement block construction, with iron roof. The walls of the elvtrs. above the wareroom level are covered with galvanized iron.

Beaverton, Mich.—An elvtr. will be erected by the Beaverton Co-operative Produce Co. at an early date. The capacity has not been decided upon, but it will be up-to-date in every respect and capable of handling a large quantity of grain and beans.—W. H. Force, mgr.

MINNESOTA

Sanborn, Minn.—A. Mowrey & Son have bot the elvtr. of C. H. Pesz.

Shakopee, Minn.—L. Christian & Co. have opened their elvtr. at this station.

Lucan, Minn.—The Springfield Mfg. Co. has erected a 25,000-bu. elvtr. to replace its house, burned last July.

Sanborn, Minn.—The Atlas Elvtr. Co. is installing new grain pits in its elvtr., which is managed by W. Woehrman.

Aldrich, Minn.—The Pettit Grain & Potato Co. has opened its elvtr. here under the management of Harry Myrin.

Twin Valley, Minn.—We have repaired our elvtr. and installed an electric motor for power.—Henry Vehle, agt. Thorpe Elvtr. Co.

Hadjer sta. (Ada p. o.), Minn.—The St. Anthony & Dakota Elvtr. Co. has closed its elvtr. and transferred its agt. to Dunkirk, Mont.

St. Paul, Minn.—Plans for a wooden elvtr. has been completed by the Pioneer Grain Co. It will be constructed on the Soo right-of-way and will cost \$12,000.

Twin Valley, Minn.—The Cargill Elvtr. Co., of Minneapolis, rented the old farmers' elvtr. from C. E. Petersen and opened it Sept. 11 with myself as agt.—O. A. Nordby.

Meriden, Minn.—Farmers are organizing an elvtr. company. An option has been secured on the elvtr. of the L. G. Campbell Mfg. Co. and if this is not bot a new house will be erected.

Westport, Minn.—The elvtr., which the Central Minnesota Power & Mfg. Co. bot from J. Borgerding & Co., will be closed this season on account of the poor crop.—O. E. Krueger, agt. Monarch Elvtr. Co.

Silver Lake, Minn.—Anthony Navratil will let contract for the erection of an elvtr. It will be 24x26 ft. and will be equipped with hopper and duplicate scales, electric power, and all up-to-date machinery.

Angus, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Ben Siwell, pres., G. E. Ashaug, vice-pres., J. W. Sampson, sec'y, and A. Pedersen, treas. A 40,000-bu. elvtr. is under construction.

Alvarado, Minn.—The Farmers Elvtr. Co. has built a dust house, changed its scales, and put in a dump for sleighs. The Spalding Elvtr. Co. has also built a dust house and made necessary improvements in its elvtr. We have made extensive improvements on our elvtr. and built an up-to-date office.—A. H. Nystrom, agt. Atlantic Elvtr. Co.

Twin Valley, Minn.—Our elvtr. at this station burned Aug. 12, with a total loss of \$4,000. The coal shed was damaged considerably. Grain and coal loss about \$1,800. The loss is fully covered by insurance. We do not intend to rebuild as there are already too many elvtrs. at this point.—Henry Nelson, sec'y Monarch Elvtr. Co., Minneapolis.

Gossion siding (no p. o.) Minn.—The Monarch Elvtr. Co., of Minneapolis, had been planning to move an old elvtr. up to this place, which is a blind siding, 2 miles north of Twin Valley, and this will probably be done next summer as the company's elvtr. at Twin Valley, of which I was agt., burned Aug. 12.—O. A. Nordby, agt. Cargill Elvtr. Co., Twin Valley.

St. Paul, Minn.—The proposal to separate the state grain inspection dept. from the Railroad and Warehouse Commission will be put up to the efficiency and economy commission when it meets to frame its report, according to Representative Magnus Johnson, who is fathering the proposition. The members of the Commission have stated that there will be no more hearings, but Representative Johnson expects to get a hearing on this proposition unless the Commission is ready to adopt it without argument. "The members of the Railroad Commission have no time to attend to the grain dept.," Mr. Johnson said. "There should be a separate board, the members of which can go out into the country, meet the farmers, hear their complaints and investigate them on the ground. Then differences would be adjusted fairly and promptly and the demand for radical action would not arise as it does now."

MINNEAPOLIS LETTER.

S. L. Dotson has secured a traveling representative's license to represent the Northern Grain Commission Co.

We have succeeded to the business of the Western Elvtr. Co. and have moved our office from Winona to the Flour Exchange Bldg. in this city.—Western Elvtr. & Grain Co.

Traveling representatives licenses have been applied for by the following: H. P. Larson to represent the Keystone Grain Co.; F. C. Metcalf to represent D. R. Wagner & Co., and G. A. McGregor, to represent the Atwood-Larson Co.

Stephen A. Dalton, W. L. Beaton and John A. Todd have been admitted to membership in the Chamber of Commerce. The following memberships have been transferred: C. E. Titterud to F. L. Haines; Clark Fagg to A. R. Taylor; F. C. Tenney to C. S. Hixon.

The demand for thin wheat is poor because the buyers can not hedge it right and take a big chance on it unless they can get it at heavy discounts. There is some talk of making No. 3 wheat applicable on contract at a stated discount under the No. 1 northern, on the same plan as No. 2 northern is applied at present.

MISSOURI

Crystal City, Mo.—W. V. Miller, who is listed as a grain dealer here, is not known at this station.—X.

Slater, Mo.—The Slater Mill & Elvtr. Co. has opened its plant, which has been closed since June for a general overhauling.

Hayti, Mo.—H. T. Hunter will be mgr. of the corn elvtr., which the Ward-Coppage Mercantile Co., of Caruthersville, has practically completed.

Belmont, Mo.—The Brown-DeField Grain Co., of Charleston, has let contract for a 20,000-bu. reinforced concrete elvtr., on the Mississippi River, to the Concrete Steel & Machinery Co.

Carthage, Mo.—Harold Hensley, a youth, pleaded guilty to the charge of stealing wheat from the elvtr. and mill of the Cowgill & Hill Mfg. Co. and was sentenced to 5 years in the state reform school. Two other boys are implicated in the theft.

Jefferson City, Mo.—Complaint of the Missouri Grain Dealers Ass'n against all Missouri trunk lines has been set for hearing by the State Public Service Commission at this city on Sept. 26. It asks for a general revision of the entire schedule of grain rates.

KANSAS CITY LETTER.

F. W. Lake, of the Hall-Baker Grain Co., has been admitted to membership in the Board of Trade.

L. D. Schaub, with B. C. Christopher & Co. for 12 years, is now with the Mendsieck Grain Co.

The Ball Mfg. Co., with a capital stock of \$1,000,000, is in the hands of a receiver. It has been operating co-operative elvtrs. at several stations in Kansas and has elvtrs. under construction at country stations now. The assets are reported to be sufficient to pay creditors and to protect farmers, who are stockholders in the company.

ST. LOUIS LETTER.

The old Belt Elvtr. has been taken over by J. Sidney Smith, of Kansas City, and it will be remodeled and put in first class condition.

The Canole-Weiler Grain Co. and the W. H. Wright Grain Co. have been admitted to membership in the St. Louis Grain Clearing House.

P. K. Williamson, of this city, S. C. Keiser, Mt. Olive, Ill., and George O. Smith, Fredericktown, Mo., have applied for membership in the Merchants Exchange.

Complaints were made to the Merchants Exchange that the Chicago Board of Trade was not posting the St. Louis future markets in the visitors' room, the same as other outside markets, namely Minneapolis, Winnipeg and Kansas City. The matter was taken up with Sec'y Merrill, of the Chicago Board of Trade, who replied that this was on account of lack of blackboard space and that the demand was greater for the markets quoted than for Duluth, Toledo, Baltimore, and New York, which are being quoted in the main hall. Members of the St. Louis Merchants Exchange feel that this is a discrimination in view of the large amount of business sent to Chicago from this market and request that the necessary arrangements be provided whereby St. Louis quotations will be posted in the visitors' room.

MONTANA

Dooley, Mont.—Lee Munson is building an elvtr.

Flaxville, Mont.—H. M. Johnson has sold his elvtr. at this place.

Valier, Mont.—The Equity Elvtr. Co. is building a 40,000-bu. elvtr.

Nashua, Mont.—The Montana & Dakota Grain Co. is building an elvtr. here.

Fairview, Mont.—The elvtr. of the Independent Elvtr. Co. is now in operation.

Westby, Mont.—The Farmers Elvtr. Co. has employed Albert Rustebakke as mgr.

Williams, Mont.—Ground has been broken for an elvtr. and work on it will be pushed.

Tunis, Mont.—We are building a 30,000-bu. elvtr.—Greely-Schmidt Elvtr. Co., Ft. Benton.

Bridger, Mont.—The Russell-Miller Mfg. Co., of Minneapolis, Minn., has bot the elvtr. of G. H. Shoutz.

Grass Range, Mont.—The Western Grain & Elvtr. Co., of Lewistown, has leased a site and will erect an elvtr.

Geyser, Mont.—John Ruttle will be mgr. of the elvtr., which the American Society of Equity bot from the Farmers Elvtr. Co.

Louisville siding (East Helena p. o.), Mont.—The Montana Elvtr. Co. has practically completed an elvtr. at this point.

Ryegate, Mont.—The recently organized Ryegate Elvtr. Co. has been incorporated with a capital stock of \$25,000. An elvtr. has been acquired.

Bynum, Mont.—The H. Earl Clack Co. is building an elvtr. at this station, and according to report 2 more elvtrs. will be built here this fall.

Madoc sta. (Orrville p. o.), Mont.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Wm. Hingman, Jas. B. Morrison and others.

Miles City, Mont.—I am building an elvtr. at this city. I have no connection with Lakin Bros., as was recently reported.—Wm. O'Laughlin, Baker.

Cut Bank, Mont.—The St. Anthony & Dakota Elvtr. Co. is building a 30,000-bu. elvtr. The Gallatin Mfg. Co. will also erect an elvtr. according to report.

Sun River, Mont.—R. L. Dickey has resigned as mgr. of the Rocky Mountain Elvtr. Co. at Kolin, to take charge of the new elvtr. of the State Elvtr. Co. here.

Clarkston, Mont.—Work is progressing on the 30,000-bu. elvtr. under construction for Thos. Harshbarger, formerly of Three Forks. It is located on the N. P. R. R.

Dunkirk, Mont.—M. E. Poyzer, formerly agt. of the St. Anthony & Dakota Elvtr. Co. at Hadler sta. (Ada p. o.), Minn., has been transferred to the company's elvtr. here.

Baker, Mont.—E. J. Prall, operating an elvtr. and mill under the name of the Baker Mfg. & Grain Co., sustained a heavy loss when the mill recently burned to the ground.

Bozeman, Mont.—P. M. Parker, of Belgrade, has succeeded W. R. Sutherland, who resigned as supt. of the Bozeman Mfg. Co., which operates a 500,000-bu. elvtr. and mill here.

Devon, Mont.—The Montana Emporium Co., of Galata, has brot suit against the Great Northern Ry. Co. It asks that the railroad be required to grant it a site for an elvtr. at this station.

Hardin, Mont.—We are not building an elvtr. here as we already have one. There was some talk of the farmers building an elvtr. but it has not been started as yet.—Fred Mitchell, agt. Denio Mfg. Co.

Williams, Mont.—J. A. Osborne, formerly agt. of J. Borgerding & Co. at Westport, Minn., has accepted a position as grain buyer at this station.—O. E. Krueger, agt. Monarch Elvtr. Co., Westport, Minn.

Galata, Mont.—We are building 3 elvtrs., one each at this place, Devon and Dunkirk. Up-to-date machinery will be installed, including grain cleaners. We will also operate track loaders at Aloe, Telstad and Tiber.—Montana Emporium Co.

Archer, Mont.—Work is progressing on the elvtr., which the Progressive Farmers Club is building at a cost of \$6,000. The Farmers Union bot the elvtr. of the International Elvtr. Co. and not the Progressive Farmers Club as was recently reported.

Chinook, Mont.—The Chinook Elvtr. & Mfg. Co., composed of Lloyd D. Sweet and Jas. R. Smyth, will build a 30,000-bu. elvtr. and 50-bbl. mill. The structure will be 50x70 ft., with a 30 ft. store room in the rear. The elvtr. will be ready for operation about Oct. 10. Mr. Smyth, who also owns an elvtr. at Savoy and a mill at Harlem, will be mgr.

Billings, Mont.—Rules and regulations, principally governing the preparation and issuing of grain storage receipts, have been prepared by the state grain inspection dept. Additional safeguards have been thrown around the issuing of storage receipts by making it compulsory for warehousemen to show the exact amount of any account they may have against the owner of the grain. This makes them more desirable as collateral. The only feature entirely new to the trade in this state is the requirement that all licensed dealers in grain shall each day issue either a cash check or storage receipt for each lot of grain received.

Box Elder, Mont.—We are building a 30,000-bu. elvtr., equipped with two 10-h. p. electric motors, Fairbanks-Morse Scales, 2,000-bu. Richardson Automatic Scale, cleaner and roller mill. H. C. Tregoning is mgr. and O. L. Convis, grain buyer, for our company.—Equity Elvtr. Co.

Huntley, Mont.—The recently organized Treasure State Grain & Seed Co. incorporated; capital stock, \$40,000; incorporators, W. P. Ladd, J. T. Clapper and Albert E. Platz. The company intends to erect elvtrs., mills and warehouses and has already purchased an elvtr. here.

NEBRASKA

Gladstone, Neb.—W. G. Van Buren has completed his new elvtr.

Geneva, Neb.—The elvtr. of the Farmers Elvtr. Co. is practically finished.

Beverly, Neb.—A large concrete elvtr. is being erected by the F. C. Krotter Co.

Pender, Neb.—The Crowell Lumber & Grain Co. will enlarge the driveway at its elvtr.

Prairie Home, Neb.—The elvtr. of the Farmers Elvtr. Co. is practically completed.

Homer, Neb.—The elvtr. of the Holmquist Grain & Lumber Co. has been painted.

Greenwood, Neb.—A new scale has been installed in the elvtr. of the Railsback Grain Co.

Magnet, Neb.—A new engine has been installed in the elvtr. of the Dolphin-Jones Grain Co.

Howells, Neb.—Repairs have been made on the elvtr. of the Farmers Lumber & Grain Co.

Alda, Neb.—The Farmers Elvtr. Co. has reopened its elvtr. which has been closed for some time.

Gibbon, Neb.—An elvtr. is being erected by the K. O. R. Land Co. and its mill is being remodeled.

Allen, Neb.—Axel Borg has succeeded R. Pomeroy, who resigned as mgr. of the Farmers Elvtr. Co.

Barnston, Neb.—Wm. Townsend has sold his interest in the Lincoln Elvtr. Co. and removed to Canada.

Broadwater, Neb.—Work has been started on the elvtr. for the Farmers Elvtr. Co.—G. W. Sampson, Lisco.

Lincoln, Neb.—We have purchased 2 of the elvtrs. of the Lincoln Grain Co., of this city.—Bartow Grain Co.

Loomis, Neb.—C. M. Bloom has succeeded J. E. Bailey, who resigned as mgr. of the Farmers Co-operative Co.

Hastings, Neb.—T. O. Merchant is now acting as solicitor for the Vanderslice-Lynds Co., of Kansas City, Mo.

Lorenzo, Neb.—The elvtr., for which the Sidney Lumber Co. let contract to W. H. Cramer, is now ready for operation.

Pallsade, Neb.—Mark Scott has resigned his position at the elvtr. of the F. C. Krotter Co. and removed to McCook.

Monroe, Neb.—The elvtr., under construction for the T. B. Hord Grain Co., has been covered with galvanized iron.

Hastings, Neb.—B. Henley, representing the Lonsdale Grain Co., Kansas City, Mo., will be located at this city permanently.

Emerson, Neb.—The Crowell Lumber & Grain Co. is enlarging its storage bins and making other improvements in its elvtr.

Superior, Neb.—We have started work on the new flour mill for which contract was recently awarded.—E. Meyer & Son.

Lisco, Neb.—Work is progressing on the 10,000-bu. elvtr. for which the recently incorporated Farmers Elvtr. Co. let contract.

Johnstown, Neb.—Fire on Sept. 13 destroyed the elvtr. of the Johnstown Lumber Co. Estimated loss, \$3,000; insurance, \$2,000.

North Platte, Neb.—Leypoldt & Pennington on Sept. 18 placed in operation the elvtr., for which they let contract to W. H. Cramer.

Sunol, Neb.—Fenske Bros. have let contract for a 15,000-bu. up-to-date iron clad elvtr. to W. H. Cramer. Work will commence at once.

Lyons, Neb.—Farmers Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, Jiels Christiansen, John F. Schultz and others.

Lincoln, Neb.—I have resigned my position with the Ewart Grain Co. and will enter business on my own account, as a grain broker.—C. C. Morris.

Wyoming, Neb.—The Bartling Grain Co. will operate its elvtr. with E. R. Witherow, of Union, as agt. This elvtr. was operated the past season by D. C. West.

Blair, Neb.—The elvtr. of the Farmers Elvtr. Co. has been completed and is receiving grain. A large warehouse and office are now under construction.

Kearney, Neb.—The Vincent Elvtr. Co., of Omaha, has closed a deal for the purchase of the elvtr. of the Farmers Elvtr. Co., which has been closed for some time.

Max, Neb.—The Benkelman Equity Exchange, of Benkelman, has purchased the elvtr. of the O'Donnell Grain Co. at this station and retained Vern T. Eller as agt.

Brainard, Neb.—Emil Peltz, formerly mgr. of the Farmers Grain & Lumber Co. at Abie, has succeeded John Novacek in the elvtr. of the Nye Schneider Fowler Co. here.

Primrose, Neb.—The T. B. Hord Grain Co., which sold its elvtr. to the Farmers Elvtr. Co., has bot and is operating the 18,000-bu. elvtr. and lumber yard of V. H. Smatlan.

Curtis, Neb.—We have installed a new 12½-h. p. engine in which we burn distillate. It gives good results and consequently saves a large amount in fuel.—Farmers Elvtr. Co.

David City, Neb.—We have succeeded the Spelts Grain Co. and handle feed and coal in connection with the elvtr. Our firm is composed of W. J. Anderson and P. Vanderheiden.—Farmers Grain Co.

Pleasant Dale, Neb.—J. J. Brown, of Staplehurst, will manage the elvtr. of the recently organized Farmers Elvtr. Co., which will be completed Oct. 1. An electric motor is now being installed.

Lincoln, Neb.—The Udkie Elvtr. Co., of Omaha, has installed a private wire in its local elvtr. office, keeping the force here in touch with markets, and enabling it to hid the surrounding town for grain.

Ruby sta. (Milford p. o.), Neb.—The recently incorporated Farmers Elvtr. Co. has secured a site from the Burlington and let contract for an elvtr. to G. H. Birchard. Work on the building is now progressing rapidly.

Oshkosh, Neb.—The Farmers Elvtr. Co. has been organized with a capital stock of \$15,000. H. G. Davidson is pres. and W. L. Kimbell, sec'y-treas. of the company, which is considering taking over the elvtr. of the Oshkosh Lumber Co.

Lincoln, Neb.—Our terminal elvtr., upon which work has just been started, will have storage capacity of 75,000 bus. The concrete tanks will be built in such a way that additional storage can be provided as needed.—Ewart Grain Co.

Hastings, Neb.—The E. Stockham Grain Co. is installing a portable elvtr. for use at the storage tank on the site of the Hastings Mill, which burned recently. The grain was formerly transferred thru the mill and the elvtr. is the substitute.

Fairbury, Neb.—W. G. Van Buren has offered a reward for the arrest of F. E. Edwards, a carpenter employed on the construction of his recently completed elvtr., whom Mr. Van Buren declares duplicated a check for \$20.90 and received the money on it.

Herman, Neb.—The 3 locals of the Nebraska Farmers Operative and Educational Unions contemplate engaging in the elvtr. business. It is the intention to buy one of the 4 elvtrs. at this station, preferably the elvtr. of the Crowell Lumber & Grain Co.

Jansen, Neb.—The Farmers Equity Exchange will rebuild its elvtr., which collapsed last month, while full of wheat. The new structure will be up-to-date and will have a capacity of 30,000 bus. or more. The company has increased its capital stock to \$20,000.

Lincoln, Neb.—Alleging violation of the Nebr. anti-discrimination laws, the state legal dept. is investigating a complaint against the Atlas Elvtr. Co., Minneapolis. The company operates elvtrs. on the C. B. & Q. Ry., between Sioux Falls and O'Neill, and independent operators claim that it is paying more for grain at competitive points than elsewhere.

Gurley, Neb.—We have let contract for a 20,000-bu. elvtr., 28x32 ft., and 65 ft. high. It will be equipped with scales under dump, hopper scales, cleaner, 15 in. cups for elvtr. belt and a 10-h. p. Otto Engine. The cost of the elvtr. is \$5,982, and it is situated on the B. & M. R. R. We will ship live stock and handle coal, flour, feed, sugar, hardware and implements. The capital stock of our company is \$25,000.—W. H. Tiger, mgr. Farmers Elvtr. Co.

Elm Creek, Neb.—The Trans-Mississippi Grain Co. has brot suit against William Clark and Ed Ray, for damages to the amount of \$557. The grain company alleges that it entered into a contract with the defendants to deliver 1,400 bus. of wheat at a certain time, the price stipulated being 65c per bu. The defendants failed to fulfill their part of the contract. In the meantime the price of wheat had advanced until it was worth \$557 more than the price under which the advance purchase was contracted for. The grain company now seeks to recover this amount with 7% interest.

Ulysses, Neb.—For grain stored with the Ulysses Grain Co. at the time of its failure Dec. 17, 1915, 83 farmers of Butler County were given judgment Sept. 16 for \$50,000 against Geo. Dobson, banker, whose defense was that he was not interested in the grain company, having leased the elvtr. to J. A. Smith on May 1, 1914. The court held, however, that Smith had maintained the same relationship to the company as manager from 1908, when he became manager, until the elvtr. shut down and drew his same regular salary during the whole period. The court further held that the showing made by Dobson was not borne out by facts, and that the purported lease was made simply to avoid liability on Dobson's part. Instead of giving the farmers the market at the time the elvtr. closed the court allowed the market price on the day the last load was delivered.

OMAHA LETTER.

Lance Jones, of the Dolphin-Jones Grain Co., has obtained a membership in the Grain Exchange.

Trading in futures on the Grain Exchange reached the high record Sept. 8 when 1,244,000 bus. of grain was handled. Shipments aggregated about 450,000 bus., mostly wheat, the greater portion going to the seaboard for export.

Frank Myers has resigned as pres. of the Farmers Union Mfg. & Grain Co. at Snyder, to accept the management of the Farmers Educational & Co-operative Union's Exchange at this city. He will be succeeded by C. J. Leunemann.

Inspection of the books of the Weekes Grain Co., reported recently as failing for \$20,000, indicates that only about \$1,800 is now unpaid. This is due the bonding company, which met all obligations. Mr. Weekes is now with the Ouren Seed Co., of Council Bluffs, Ia.

The Omaha Elvtr. Co. was awarded a verdict of \$410.88 damages in the suit which it had against August Ulrick, of Elm Creek. The suit involved the sale of 2,000 bus. of wheat which Ulrick had contracted to deliver to the elvtr. company at a certain time. Ulrick is alleged to have disposed of a portion of the grain to another elvtr. company in the meantime and the Omaha firm sought redress for the loss sustained.

The Smith Vincent Grain Co., of St. Louis, Mo., has taken out memberships in the Grain Exchange and will open a branch office in this city.

NEW ENGLAND

Ansonia, Conn.—Burr & Twist are erecting a grain building across from their grain mill.

Rutland, Vt.—Elton T. Chatterton has bot the grain business of the estate of Charles A. Parkhurst.

Newport, N. H.—Leland W. Gile has bot the grain business, which Cliff F. Gile has conducted for the past 33 years.

Old Town, Me.—The Eastern Grain Co. will build an iron clad wooden storehouse, with fireproof roof, adjoining its mill.

Boston, Mass.—D. F. Parker, of Jaquith, Parker, Smith & Co., was badly injured when he fell Sept. 4 from the roof of his home.

Chelsea, Mass.—The Brennan Grain Co. incorporated; capital stock, \$25,000; incorporators, William H. Brennan, Dorothy M. Brennan, and others.

Providence, R. I.—John D. Peck sustained a loss of approximately \$15,000 when his warehouse, containing several hundred tons of grain and hay, burned Sept. 10.

Boston, Mass.—Seth Catlin, chief grain inspector, and his wife, will attend the Convention at Baltimore, Md. They have attended every national convention for the last 20 years.

Portland, Me.—B. J. Boland has been appointed official grain inspector of the Chamber of Commerce to succeed J. C. Cobb, who has been acting as grain inspector since the death last March of Robert Sharp.

Portland, Me.—Repairs are being made on the Grand Trunk Elvtr. No. 2 and grain shipments are now being made from Elvtr. No. 1. The building will be overhauled and put in first class condition to handle the heavy grain shipments, which are expected about Oct. 1.

NEW YORK

Hays Corners, N. Y.—W. H. Excell has discontinued the grain and hay business.

Waverly, N. Y.—The Tioga Mill & Elvtr. Co. has let contract for a 50,000-bu. concrete elvtr. to Daverell, Spencer & Co.

BUFFALO LETTER.

Buffalo, N. Y.—John M. Bedford, connected with the Buffalo Elevating Co., is critically ill.

The Hall Feed & Grain Co., which incorporated in July, is now out of business, and S. O. Hall, mgr., is in the insurance business.—M.

The Central Elvtr. Corporation has let contract for its 2,500,000-bu. elvtr. to the Monarch Engineering Co. The entire elvtr. is expected to be ready for use in August, 1917.

Ground has been broken and contract awarded for a 250,000-bu. addition to the 500,000-bu. Exchange Elvtr. Four steel tanks on concrete foundations will comprise the annex, which must be completed Nov. 1. Dredging in the basin in the vicinity of the elvtr. will be finished by Oct. 1. This will permit vessels drawing 22½ ft. of water to go to the elvtr.

NEW YORK LETTER.

The price of memberships in the Produce Exchange has risen to \$1,700.

Roy L. Ellerton, formerly of Morey & Ellerton, is now in the grain business on his own account.

Paul Klopstock, Martin J. Furlong, Alphonse Moysse, Jr., John F. Clarke, Cato C. Schilthuis and Robert D. Haskel have applied for membership in the Produce Exchange. Carl F. Andrus, associated with his father, C. Walton Andrus, in the grain business, Jacob A. Lenhardt, Rowland R. McRoberts, with James Carruthers & Co., Ltd., and Paul Goldstein, of the Keusch Grain Co., Inc., have been admitted to membership.

T. J. O'Neill & Co., for 20 years connected with the grain and cotton seed trade, failed recently.

Wm. B. Fritz, for a number of years associated with T. J. O'Neill & Co., which firm failed recently, is now with Maguire & Jenkins, doing a grain and stock commission business.

NORTH DAKOTA

Plaza, N. D.—M. H. Malloy is building an elvtr.

Alexander, N. D.—L. D. McLean has purchased an elvtr. here.

Fredonia, N. D.—David Haag is in charge of the Prutz Elvtr. this year.

Garrison, N. D.—We have installed a new cleaner.—J. A. Reuter & Co.

Marion, N. D.—The Tausan Grain Co. is installing an electric light plant.

Glenburn, N. D.—Wm. Landrigan is operating the Hess-Gillette Elvtr.

Glen Ullin, N. D.—I am now agt of the Andrews Grain Co.—T. T. Bakke.

Dawson, N. D.—The Powers Elvtr. Co. has improved its elvtr. at this station.

Lawton, N. D.—Lamb & Kops have no elvtr. here as was recently reported.

Dickinson, N. D.—J. W. Mozley is now mgr. of the Farmers Union Elvtr. Co.

Mohall, N. D.—S. E. Wilson is now grain buyer for the Monarch Elvtr. Co.

Fryburg, N. D.—The Farmers Elvtr. Co. has erected a warehouse and machine shed.

Norma, N. D.—The elvtr. of the Atlantic Elvtr. Co. recently burned to the ground.

Colfax, N. D.—The St. Anthony & Dakota Elvtr. Co. has checked up its elvtr. and closed it.

New Leipzig, N. D.—The Geo. C. Bagley Elvtr. Co. has bot the elvtr. of Steinkopf & Rusch.

Kongsberg, N. D.—J. L. Berg will install a new cleaner in his elvtr.—W. W. Whipple.

Hebron, N. D.—Work is progressing on the new elvtr. for the Farmers Union Elvtr. Co.

Cando, N. D.—The Cando Mill & Elvtr. Co. has practically completed the addition to its elvtr.

Russell, N. D.—I am now mgr. of the Russell Farmers Co-operative Elvtr. Co.—Wm. Maurer.

Dunn Center, N. D.—The Equity Elvtr. Co. will build a flour house in connection with its elvtr.

Robinson, N. D.—M. D. Sorenson, of McElroy, Mont., is now with the Farmers Elvtr. Co. here.

Sutton, N. D.—R. A. Hall is pres. and I am mgr. of the Sutton Equity Elvtr. Co.—Henry T. Wenaas.

McVillie, N. D.—The McVillie Grain & Mfg. Co. has erected a flour and feed warehouse east of its elvtr.

Calvin, N. D.—Mr. Patterson is operating the elvtr. of the St. Anthony & Dakota Elvtr. Co. under lease.

Colgate, N. D.—J. A. Morris has succeeded T. M. Comer as mgr. of our company.—Farmers Elvtr. Co.

Alamo sta. (Wildrose p. o.), N. D.—The recently incorporated Farmers Elvtr. Co. has let contract for an elvtr.

Bowbells, N. D.—The elvtr. of the Occident Elvtr. Co. is being moved from this place to Spiral sta. (Bowbells p. o.).

Kathryn, N. D.—Work has been started on the 50,000-bu. elvtr. and mill for which the Farmers Elvtr. Co. let contract.

Jamestown, N. D.—The Homer Farmers Elvtr. Co. has been incorporated by Dana Wright, Lewis B. Allen and J. I. Keller.

Walhalla, N. D.—We lost our electric light and power plant by fire on the morning of Aug. 13. We are installing a crude oil engine electric power plant and will use electricity in the elvtr. and mill for power.—Walhalla Roller Mill Co.

Springbrook, N. D.—The recently organized Farmers Elvtr. Co. will not build an elvtr. this year on account of the poor crop.

Hamlet, N. D.—John Olson has accepted a position as grain buyer for the Nelson Eros. Elvtr. Co. for this season.—John Kneisel Elvtr. Co.

Mesa sta. (no p. o.), N. D.—The Farmers Elvtr. Co. has been organized to build an elvtr. this fall if the railroad builds a road at this station.

Langdon, N. D.—Mr. Lien has succeeded Wm. Haw, who resigned his position with the Langdon Elvtr. Co. The company is building a coal elvtr.

Steele, N. D.—W. J. Henry, who has been with the Powers Elvtr. Co. here for some time, has gone to Montana, where he will locate on a homestead.

Nome, N. D.—The Crown Elvtr. Co. has closed its elvtr. for the season and G. Nelson, agt., is working in another line of business at Fargo.—X.

Hansboro, N. D.—A team of horses recently fell thru the wagon dump at the elvtr. of the Hansboro Grain Co. Both horses were badly hurt.

Ramsey, N. D.—A. Greaves has succeeded me as agt. of the Osborne-McMillan Elvtr. Co. here and I have been transferred to Sanish.—D. N. Dunbar.

Flaxton, N. D.—The office of the Farmers Elvtr. Co. was entered by thieves and \$1,000 in checks and about \$5 in change was taken from the safe.

Edgeley, N. D.—We have installed a new Richardson Automatic Scale to replace our old scale.—Ernest Steele, mgr. Pomona Valley Farmers Elvtr. Co.

Tunbridge, N. D.—D. H. Ugland, of Knox, has bot the elvtr. of Thos. Ose, and will operate it under the name of the Ugland Grain Co.—H. O. Balke, agt.

Barton, N. D.—The International Elvtr. Co. closed its elvtr. Sept. 1. K. E. Larson was agt. for the company for 10 years. I am at present working for the Monarch Elvtr. Co. here.—R. C. McCann.

Calio, N. D.—Leo. L. Kruchten, former agt. of the Minnesota Elvtr. Co., has bot the elvtr. of the Atlantic Elvtr. Co. and will operate it on his own account.

Felands sta. (Sims p. o.), N. D.—The Occident Elvtr. Co., of Minneapolis, Minn., will build a 40,000-bu. elvtr. at this station, which is 9 miles south of Beach.

Pingree, N. D.—Iver Rasmusson, who bot the elvtr. of the Andrews Grain Co., has now purchased the elvtr. of the Monarch Elvtr. Co. and will use it for storage purposes.

Regent, N. D.—Lightning struck the cupola of our elvtr. recently, causing a very slight damage to the eaves and roof boards. There was no fire.—F. F. Schueble, agt. Empire Elvtr. Co.

Ross, N. D.—The Victoria Elvtr. Co. has enlarged its elvtr., making the storage capacity 42,000 bus., and has installed a new engine and other up-to-date equipment.—H. C. Thune, agt.

Northwood, N. D.—This is my 2nd year with the Great Western Grain Co. L. O. Odegard is now mgr. of the Northwood Farmers Elvtr. Co. and not myself as recently reported.—J. S. Nelson.

Crystal Springs, N. D.—The Farmers Elvtr. Co. will not build its elvtr. this fall as intended on account of poor crops. It figures on building next summer.—F. W. Palmer, agt. Powers Elvtr. Co.

New England, N. D.—F. S. Thorgaard, mgr. of the Equity Elvtr. Co. for the past 3 years, has bot and taken possession of the elvtr. of the Geo. C. Bagley Elvtr. Co. at this station.—E. J. Freeman.

Sheldon, N. D.—W. B. Hibbard, formerly with the Bemmel Mfg. Co., at Lisbon, is now mgr. of the Farmers Equity Elvtr. Co. here, succeeding A. L. Doeg, who died of heart disease suddenly on Aug. 23.

Manitou, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and employed Wilbert Morrison as mgr. and grain buyer.—H. C. Thune, agt. Victoria Elvtr. Co., Ross.

Conway, N. D.—Guy Felger, of Johnston, has bot the elvtr. of the Amelia Elvtr. Co. and will operate under the name of the Conway Grain Co. It will be moved to the site of the Atlantic Elvtr. Co.'s elvtr., on the Soo.

Kensal, N. D.—The Farmers Elvtr. Co. has installed electric lights, using their dynamo, which is run with their engine. John Schieb is the new agt. of the Atlantic Elvtr. Co.—G. E. Yonkers, agt. Minnesota Elvtr. Co.

Omeme, N. D.—Wm. Campbell is now agt. for the Northland Elvtr. Co. and I am grain buyer for the Farmers Elvtr. Co. The elvtrs. of the Imperial Elvtr. Co. and the Atlantic Elvtr. Co. are closed.—G. K. Temanson.

Grace City, N. D.—We are not connected in any way with the recently incorporated Farmers Elvtr. Co., of which S. Isackson is mgr. H. H. Francisco is mgr. and grain buyer for our company.—Grace City Cooperative Ass'n.

Gronna sta. (Rolla p. o.), N. D.—H. C. Puderbaugh is mgr. of the Gronna Farmers Equity Elvtr. Co., which is building an elvtr., to be completed about Oct. 15. I am still mgr. of the Gronna Grain & Mercantile Co.—H. C. Boomgarde.

Sanish, N. D.—J. W. Huff has succeeded S. D. Safford, who resigned as mgr. of the Farmers Elvtr. Co. J. F. Hunter is grain buyer for the farmers and I have succeeded Mr. Hunter as agt. of the Osborne-McMillan Elvtr. Co.—D. N. Dunbar.

North Dakota's so-called non-partisan league seems to be organized primarily for the purpose of destroying the business of all local merchants and tradesmen. The result of the fight will be watched with intense interest by grain dealers everywhere.

Karnak, N. D.—We are building a 40,000-bu. elvtr., with up-to-date equipment thruout, on the Fargo-Surry branch of the Great Northern R. R. T. E. Ibberson has the contract. Our company is incorporated with a capital stock of \$12,000.—Farmers Elvtr. Co.

Killdeer, N. D.—The elvtr. of the Farmers Equity Elvtr. Co. burned to the ground Sept. 6, together with 10,000 bus. of grain. The fire started on or under the driveway and spread rapidly. Estimated loss, \$25,000, which is well covered by insurance. The company will start work at once on a 50,000-bu. elvtr. to replace the burned house.

Neche, N. D.—Fire on Sept. 8 destroyed the elvtr. of the National Elvtr. Co., containing 12,000 bus. of grain. Both the building and contents were insured. The fire was first seen in the open space between the 2 sections of the building. An incident, that points to incendiarism, is that the elvtr. of the St. Anthony & Dakota Elvtr. Co. was discovered to be on fire about an hour previous. This fire was extinguished before it had gained any headway.

OHIO

Lucas, O.—I am now mgr. of the Farmers Equity Exchange.—Ira Culler.

Shelby, O.—The Shelby Equity Exchange has secured a site and will build an elvtr.

Dayton, O.—We are figuring on erecting an elvtr.—V. E. Herter, of V. E. Herter & Co.

Edgefield, O.—Lee Jenks has succeeded John Jenks and operates the only elvtr. here.—X.

Lippincott sta. (Urbana p. o.), O.—Russell & King are installing a 1,000-bu. per hour grain cleaner.

Bells siding (Circleville p. o.), O.—C. E. Sears & Co. have taken over and are operating the elvtr. at this point.—X.

Blanchester, O.—J. S. Dewey, pres. of the Dewey Bros. Co., operating a line of elvtrs. in Ohio, died Sept. 21, aged 54 years.

Toledo, O.—Charles E. Cameron, representative of the Churchill Grain & Seed Co., died Sept. 19. He had been identified with the grain and seed trade for 40 years.

Columbus, O.—The many friends of C. H. Tingley, formerly of Tingley Bros. & Wagner, will regret to learn of his serious illness.

Urbana, O.—T. G. Powers & Co. are installing electric motors in their elvtr. They will add wheat cleaners, grain dumps and elevating machinery in the spring.

Cavett, O.—We expect to build a 30,000-bu. elvtr., on the C. M. R. R., equipped with gasoline power. A. A. Thayer is pres. and C. A. Kriete, mgr., of our company.—Cavett Equity Exchange.

Haskins, O.—The Farmers Grain Co. will build a 30,000-bu. elvtr. and corn crib, of cribbed construction and operated by steam power. The Burrell Engineering & Construction Co. has the contract.

Arnold, O.—Spurrier Bros., of Marysville, have bot and taken possession of the elvtr. of J. F. Herriott. J. W. Cunningham has been placed in charge of the elvtr., which will be improved. A new gasoline engine will be installed. Coal will be handled in connection with the grain business.

Toledo, O.—Fred Mayer and Fred W. Jaeger, of J. F. Zahm & Co., entertained about 25 members of the Produce Exchange, at an all-day party at Inverness Club. A steak dinner was served at noon. Many of the guests played golf, F. O. Paddock winning the morning round and David Anderson, the afternoon round.

Ansonia, O.—E. L. Lewis has bot suit against A. Houseman, et al., of Greenville, to foreclose a mortgage. Houseman owned the elvtr. at this place, which burned June 20, and as the origin of the fire is undecided, the insurance companies have not settled. Mr. Lewis has asked to have the fire insurance companies made party defendants with Houseman.

Kingston, O.—Jesse Brundige has been granted an order of court temporarily restraining the Norfolk & Western Ry. Co. from taking down or moving his elvtr., as threatened. The railroad company alleged the elvtr. was located upon the right of way, but Mr. Brundige had bot the land, and the predecessors of the N. & W. after surveying the plot had stated it was off the line of the right of way.

Bloomdale, O.—Last spring there was a movement on foot to organize a farmers elvtr. company but in the mass meeting they could not agree, so they concluded that they were getting fair treatment at the elvtr. here and decided to go no further. On June 27 I burned out completely, with a considerable loss to myself, 18,000 bus. of grain being destroyed. Now the farmers have asked me to rebuild and they will be satisfied to let well enuf alone. I am planning to erect at once a 20,000-bu. up-to-date elvtr.—L. R. Good.

OKLAHOMA

Hunter, Okla.—The Hunter Mill & Elvtr. Co. has installed a new engine in its plant.

Alva, Okla.—The Ball Mfg. Co. has erected an elvtr. and placed Mr. Hobbs in charge.

Checotah, Okla.—The Checotah Mill & Elvtr. Co. is building a 2-story addition to its new elvtr.

Cordell, Okla.—The Cordell Mfg. Co. will place its elvtr. in operation, with C. C. Baker, of Hobart, in charge.

Woodward, Okla.—The safe in the office of the Cozart Grain Co. was blown open Sept. 6, but no money was secured.

Pauls Valley, Okla.—John G. Gorch, of Woodward, has bot the elvtr. of Lon Moore, who is now located at Watonga.

Granite, Okla.—The Granite Grain Co. now operates the only elvtr. here. The Farmers Grain, Fuel & Supply Co. is out of business.—X.

Altus, Okla.—Livermore & Co. have leased the grain and coal business of Hounshell & Son and are making improvements in the plant.

Afton, Okla.—The corn handling house of the Lipscomb Grain & Seed Co. at this town has been completed. The White Star Co. had the contract.

Woodward, Okla.—O. W. Cox entertained 45 grain dealers of Woodward and vicinity at a banquet at the new Ideal Hotel. Following the dinner grain problems were discussed.

Dacoma, Okla.—We are not connected in any way with the newly organized Farmers Grain & Lumber Co., which has just built an elvtr. here.—A. W. Lewis, of Dacoma Grain Co.

Calumet, Okla.—M. C. McCafferty and the Farmers Elvtr. Co. are installing new grain cleaners, shellers and other equipment in their elvtrs., which are being put in first class condition.

Thomas, Okla.—We are now building coal bins and corn cribs and when finished will proceed to build a 12,000-bu. elvtr. on the K. C. M. & O.—R. E. Campbell, mgr. Farmers Grain & Supply Co.

OKLAHOMA CITY.

We have moved our general office from Dustin to this city and are now located at 511 Grain Exchange Bldg.—H. A. Cadwalader, mgr. Dustin Grain Co.

Clark-Burdg Grain Co. incorporated; capital stock, \$5,000; incorporators, Roy Sappington, Supply, Jesse Nebergall, of this city, and Clark Burdg, of Wichita, Kan.

Jesse Nebergall, of Dodge City, who was formerly mgr. of the Hugoton Warehouse & Elvtr. Co. at Hutchinson, Kan., has purchased a membership in the Board of Trade here and opened a grain office in this city.—E. T. Marion, Hutchinson.

OREGON

Ontario, Ore.—The J. R. Blackaby Commercial Co. will build an elvtr. and warehouse, 24x100 ft.

Portland, Ore.—No definite course has yet been taken in regard to building an elvtr. here, but the Commission of Public Docks is making investigations as to the feasibility of shipping grain in bulk. No money is available for construction and such can not be proceeded with until money is appropriated for that purpose.—G. B. Hegardt, engineer.

Adams, Ore.—Lightning Sept. 9 set fire to more than \$150,000 worth of wheat in warehouses here. Most of it was insured but not all at the market value. The wheat had already been sold and the loss will be on the grain companies. The warehouse of H. W. Collins, containing between 100,000 and 125,000 bus., and the private warehouse of Caspar Woodward, with 20,000 bus., burned.

Haines, Ore.—Dodd & Ashmun have bot the 2 grain warehouses of J. F. O'Bryant and the feed mill and grain warehouse of John Hammond. They have overhauled, remodeled and enlarged them and will do a general wholesale and retail grain and hay business in car lots. They are on the U. P. Ry. and have a storage capacity of 2,500 tons of grain and 1,500 tons of hay.—N. E. Dodd.

PENNSYLVANIA

Allentown, Pa.—We have incorporated to handle flour and feed and not grain as was recently reported.—Wm. E. Seitz & Co.

Philadelphia, Pa.—A. M. F. Stiteler, grain dealer at Uwchland, has applied for membership in the Commercial Exchange.

Carlisle, Pa.—Lieutenant Colonel John G. Bobb, formerly of Woodward & Bobb, grain dealers, died recently, aged 72 years.

Shippensburg, Pa.—Walter Nicklas will assist his father in the management of the elvtr. and coal business here, succeeding George H. Stewart, Jr., resigned.

DuBoise, Pa.—The J. F. Dinger Mfg. Co., which will succeed Hunter & Jackson here on Oct. 1, has made plans for the erection of 2 elvtrs. and a 500-bbl. mill.

Pittsburgh, Pa.—H. R. Jordan, formerly in the wholesale feed business here, is now representing the Hales & Edwards Co., grain and feed dealers of Chicago, Ill.

SOUTH DAKOTA

Ravinia, S. D.—J. J. Fitzpatrick is operating the elvtr. of John Burbeck under lease.

Henrietta, S. D.—The Farmers Elvtr. Co. has been organized and will build an elvtr. at once.

Aberdeen, S. D.—The Farmers Equity Union has practically completed its 50,000-bu. iron clad elvtr.

Sioux Falls, S. D.—Tom Morgans, of the Quinn-Shepherdson Co., has removed from Mitchell to this city.

Sioux Falls, S. D.—Mr. Clark, formerly with the Fields & Slaughter Co., is now with the German Grain Co.

Kingsburg, S. D.—G. Bleegin is the new mgr. of the Farmers Elvtr. Co. and I am now agt. for M. King.—Roy Kenyon.

Aurora, S. D.—I have succeeded C. L. Callaghan, who resigned as mgr. of the Aurora Grain Co.—J. G. McClemons.

Roslyn, S. D.—The recently organized Farmers Elvtr. Co. has purchased an elvtr. here. O. O. Thoren is sec'y of the company.

Loyalton, S. D.—I am now mgr. of the newly organized Loyalton Equity Union Exchange.—E. L. Wormington, formerly at Oriska, N. D.

Aberdeen, S. D.—The Hasvold Grain Co. is out of the grain business for the present and has disposed of its elvtr. at Richmond sta. (Aberdeen p. o.).

Victor, S. D.—The Victoria Elvtr. Co., of Minneapolis, Minn., is building an elvtr. at this place. It will have a capacity of 30,000 bus. and will be up-to-date in every respect.—Nicol & Anderson.

Tabors, S. D.—The McCauli-Webster Elvtr. Co. has dismantled its elvtr. at this station and moved it to Janousek sta. (no p. o.), Chas. Vesley, formerly mgr. of the Farmers Elvtr. Co. at Lake Andes, has been employed as agt.

Gretna sta. (Roscoe p. o.), S. D.—We have bot the elvtr. of E. McGlenn, which has a capacity of about 19,000 bus. No repairs will be made. H. C. Baer is pres. and H. A. Jahule, grain buyer of our company.—Gretna Grain Co.

Castlewood, S. D.—We have remodeled all the machinery in our 30,000-bu. elvtr., installed new scales and built a new office and driveways. The house has 2 legs for elevating, operated by a 15-h. p. Fairbanks Oil Engine, with rope drive. The Younglove Construction Co. did the work.—Farmers Grain & Produce Co.

SOUTHEAST

Mobile, Ala.—The erection of an up-to-date elvtr. and warehouse is being agitated by F. G. Blair, harbor commissioner.

Montgomery, Ala.—The Hobbie Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, H. M. Hobbie, R. M. Hobbie, J. M. Hobbie and N. H. Vardaman. The company is having an elvtr. erected by the Burrell Engineering & Construction Co.

Talladega, Ala.—We contemplate adding a feed mill to our business, for the purpose of crushing corn in husk, ear corn, shelled corn, velvet beans, etc. This will require another electric motor, of about 15-h. p. The motor we have at present will be used exclusively for our elvtr.—Farmers Exchange & Elvtr. Co.

Tampa, Fla.—The reduction in the interstate rate on corn shipments, recently made effective in Florida, is expected to reduce the shipments of that grain from other states to local cattle feeders. About 600,000 bus. have been imported annually by water from Mobile and New Orleans, owing to low interstate water rates. With the reduction in Florida rates however, much of the state's corn crop, which last year amounted to 16,000,000 bus., will be available for home feeding. It is not believed that the lower rate will encourage the increased growing of corn as vegetable crops can be rotated much more profitably. But it is expected that practically all of that which is grown, as a fill in crop, will be used locally.

Dothan, Ala.—The Brandon Grain & Elvtr. Co. will build a large grain elvtr. and feed mill. Work will be started soon and the plant will be erected in about 60 days.

TENNESSEE

Knoxville, Tenn.—Foster Fine has resigned his position at the Newport Mill, Newport, and will engage in the wholesale grain business here on his own account.

TEXAS

Kress, Tex.—Moore & Skipworth have completed the elvtr. for which they let contract to the White Star Co.

Orange, Tex.—The Orange Grain Co., M. E. Goodman, mgr., has moved its headquarters to the Aronson Warehouse.

Galveston, Tex.—Fire destroyed the grain and feed warehouse of Davison & Co., Sept. 15, causing an estimated loss of \$17,000.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. has let contract for 6 additional concrete storage tanks, of 200,000 bus. capacity, to the Burrell Engineering & Construction Co.

Lubbock, Tex.—The Lubbock Grain & Coal Co. has placed contract for 6 additional storage tanks. The White Star Co. will do the work, Perfection Metal tanks being installed.

Lockney, Tex.—We have built a 15,000-bu. iron clad elvtr., equipped with a feed grinder and ware room. The White Star Co. had the contract.—Panhandle Grain & Elvtr. Co., Amarillo.

Walnut Springs, Tex.—The new elvtr. at this station has been completed by the recently incorporated Walnut Springs Elvtr. Co. and placed in charge of Chas. Snider. Electric power has been installed.

Cleburne, Tex.—B. F. Glenn has purchased a farm and intends to build a large grain warehouse, near the Weatherford branch of the Santa Fe, to handle the grain and hay of the West Prairie farmers.

Waco, Tex.—The recently incorporated Sleeper Mfg. & Grain Co. has opened an office here and engaged in the wholesale grain business. The company will make this city its headquarters and T. M. Sleeper, of Valley Mills, has moved here to take charge.

Texline, Tex.—We have our 6,000-bu. elvtr., on the F. W. & D. C. R. R., practically completed. We are using a 6-h. p. Fairbanks Engine, 5-ton Wagon Scales and 300-bu. Hopper Scales. We leased the elvtr. of the Higgins Grain Co. at Higgins, Aug. 12, which we are running in connection with our elvtr. here.—Texline Grain Co.

Taft, Tex.—We operate a 20,000-bu. steel bin elvtr., which was erected by the Minneapolis Steel & Machinery Co. We have a grinding plant and make chops, feed and table meal, also have a corn sheller and grain thresher. We buy and sell grain, feed and corn meal. Our plant is up-to-date in every respect and is located on the S. A. & A. P. Ry.—Taft Oil & Gin Co.

Austin, Tex., Aug. 5.—It is ordered by the Railroad Commission that Commodity Tariff No. 2-C, issued by the Commission and effective May 10, 1916, be amended by adding to the list of articles taking "Wheat" rates the following: "Grain Screenings (buckwheat, rye, wheat)" and substituting in item 4 the following: "Grain Screenings (screenings from grain taking 'corn' rates)," effective Sept. 1.

The following memberships in the Texas Grain Dealers Ass'n have been transferred: From W. C. Cowan Grain Co. to J. C. Cowan, Tulsa; Hidalgo County Grain Co. to Donna Corn Growers Ass'n, Donna; Mays-Stanford Grain Co. to D. W. Mays Grain Co., Amarillo. The following have been admitted to membership: E. E. Burton, Palacios; T. L. Hughston, Crowell; Le Tulle Mercantile Co., Bay City; Thompson & Finley, Richardson; F. T. Ward, Higgins.—H. R. Dorsey, sec'y.

Denton, Tex.—The Merriam & Millard Co. brot suit against T. A. Cole on a deal in 15,000 bus. of oats in 1913 which the grain company's witnesses testified was later sold to make part payment of the account, but the jury gave a verdict for defendant.

WASHINGTON

Prescott, Wash.—E. N. McCaull is erecting a loading elvtr.

Amber City, Wash.—A 30,000-bu. elvtr. is under construction for the Olwell Co.

Rocklyn, Wash.—The Farmers Grain Co. has been organized, with a capital stock of \$10,000.

Wilbur, Wash.—The Grain Growers' Warehouse Co. has erected an addition to its office.

Ruff, Wash.—The Jantz Grain Co. has been organized by John C. Abe, with a capital stock of \$10,000.

Centerville, Wash.—During the construction of the Centerville Elvtr., Cecil Sperry, aged 13, fell in the elvtr. and died recently.—X.

Seattle, Wash.—James E. Galbraith, pres. and mgr. of Galbraith, Bacon & Co., grain and hay dealers, died recently, following a lingering illness.

Seattle, Wash.—Work on the annex to the Port Commission Elvtr. will start in a few weeks. Bids will be advertised for at once. The addition will double the capacity, increasing it to 1,000,000 bus., at an estimated cost of \$35,000.

Seattle, Wash.—The firm of the W. W. Robinson Co. has been dissolved and W. W. Robinson has opened a wholesale grain and hay office in the L. C. Smith Bldg. He will use the warehouses and docks of the Port Commission in his grain and hay business.

WISCONSIN

Roberts, Wis.—Albert Aldridge is remodeling his elvtr.

Ripon, Wis.—George Post has repaired and reopened his elvtr.

Adell, Wis.—E. J. Earley, of Green Bay, has bot the elvtr. of E. H. Petersen.

Wrightstown, Wis.—Repairs are being made on the elvtr. of the A. G. Wells Co.

Ogema, Wis.—The Farmers Society of Equity has installed a new 5-ton scale in its elvtr.

Menominee Falls, Wis.—Herman Haasch has been appointed mgr. of the Grain & Supply Co.

Oconomowoc, Wis.—Frank P. Klos has succeeded the late R. L. O'Brien as agt. of the Milwaukee Elvtr. Co.

Shawano, Wis.—Repairs are being made on the elvtr. of the Dodge-Hooker Mills, of which Charles O. Eberlein is agt.

Ellsworth, Wis.—H. C. Junkman, of River Falls, has bot the elvtr. and feed mill of the New Richmond Roller Mills Co.

Baraboo, Wis.—The Johnson Fuel & Warehouse Co. is making arrangements to erect a grain elvtr. and cold storage plant.

Eau Claire, Wis.—C. W. Van Schaick, agt. of the Milwaukee Elvtr. Co. at Walworth for the last 3 years, has been promoted to manage the company's business here.

Osseo, Wis.—The recently organized Farmers Produce Co. incorporated; capital stock, \$5,000; incorporators, A. O. Berg, C. O. Dahl and others. An elvtr. has been erected.

Green Bay, Wis.—The salvage grain from the burned elvtr. of the Cargill Elvtr. Co. has been purchased by the Donahue-Stratton Co. and is being shipped to Milwaukee to be washed and dried and then sold for feed.

Oconto, Wis.—Ray Reed and Walter Mann will conduct a wholesale and retail grain and hay business, occupying the elvtr., formerly owned by the Cereal Mills Co., which is now being remodeled after being idle for several months.

West Bend, Wis.—The West Bend Malt- ing Co. is constructing temporary buildings and installing temporary lower leg and cleaning machinery in connection with concrete tanks. Its elvtr. burned July 17, but the tanks, which were built by the Burrell Engineering & Construction Co., 2 years ago, withstood the fire, and the machinery is being installed temporarily so that the tanks can be used. A new malt house is being erected by local labor.

MILWAUKEE LETTER.

Koppelkam & Kent have engaged in the grain commission business with offices in the Mitchell Bldg.

Directors of the Chamber of Commerce will hear, at a special session, a petition from members who favor grading in rye futures.

Leonard J. Keefe, who has been floor man on the Chamber of Commerce for W. M. Bell & Co., is now mgr. of the consignment dept. of the Updike Grain Co.

John H. Ball, Duluth, Minn., William R. Madden, and Joy M. Hockler and H. McCordel, who are associated with the Updike Grain Co., have been admitted to membership in the Chamber of Commerce.

Formal protest will be made by the Chamber of Commerce to the Dept. of Agriculture against changing the grade requirements of corn as provided in the new federal uniform corn law, without first consulting the grain dealers of the country. Similar action is being taken by grain exchanges all over the country.

WYOMING

Manville, Wyo.—We have erected an elvtr., of about 5,000 bus. capacity, on the C. & N. W. Ry. Equipment includes a 6-h. p. engine and elvtr. machinery, furnished by the American Supply Co. A. L. Willoughby is pres., W. L. Gordon, vice-pres., and H. Gautschl, sec'y-mgr.—Manville Elvtr. Co.

Hearing at Springfield on Car Distribution.

The Illinois Public Utilities Commission held a hearing Sept. 20 at Springfield on the car shortage and to receive suggestions on a satisfactory method of apportioning cars to shippers when there are not enough to go round.

Represented were the railroads, the Chicago Board of Trade, Illinois Grain Dealers' Ass'n and Illinois Farmers Grain Dealers Ass'n, there being 100 persons present.

The railroad representatives proposed that the cars should be assigned on the firm basis, which would mean the appointment of a certain number of cars to each firm, regardless of the volume of business. Elevator men suggested that the cars be distributed in accordance with the volume of business done by each elevator during the past four years. This suggestion seemed to the Commissioners more reasonable.

A telegram was sent by the Utilities Commission Sept. 22 to the Interstate Commerce Commission urging the return of cars from eastern roads, as follows:

"A large number of complaints have been received by the State Public Utilities Commission of Illinois, which indicate that a very serious car shortage, particularly of cars suitable for grain loading, exists throughout the state. Country elevators are full and millions of bus. of grain remain on the farms awaiting cars for shipment and the movement of grain is blocked. This condition will soon be aggravated by the marketing of the new crop of corn, much of which, on account of early frosts, is in poor condition and will be offered for immediate shipment. Relief is imperative and unless it is obtained the farmers and shippers of the state will suffer a tremendous loss.

"This car shortage is due largely to the detention of eastern lines for their own use of cars shipped to eastern markets and the seaboard from western originating points.

The prompt unloading and immediate return of such cars to western proprietary lines should be insisted upon.

"The State Public Utilities Commission of Illinois therefore desires to call the attention of the Interstate Commerce Commission to this condition and to urge such immediate action in this emergency as will bring the desired relief."

The state public utilities commission issued an order Sept. 23 requiring railroads to distribute cars on the ratio of grain shipping at various stations.

By the terms of the order each railroad is required, on or before Dec. 1 next and on or before the first day of November of each succeeding year, to ascertain by cars the total shipment of grain from the stations upon its lines during the preceding four years, and in case of an insufficiency of grain cars, to distribute the cars in correspondence with this shipment ratio. At each station the same system will be followed, and if there are not enough cars for all shippers, they will be allotted according to the amount of business done by the shippers. Detailed plans are laid down in the order for determining the grain car ratio allotting the cars.

I COULD NOT get along without the Grain Dealers Journal. Each paper is worth the price of a whole year's subscription.—G. G. Garver, Tingley, Ia.

Winnipeg's New President.

J. C. Gage was elected president of the Winnipeg Grain Exchange at the annual election held Sept. 14. His selection for the honor was based largely upon the fact that he has since 1904 been a leader in all movements for the betterment of grain trade conditions in Winnipeg. These activities made many friends for Mr. Gage and his election to the presidency of the Exchange was the natural outcome.

He has been connected with the grain trade since 1894, when he entered business at Minneapolis. In 1903 he moved to Winnipeg and the following year obtained a membership in the Exchange. At present Mr. Gage is pres. of the International Elvtr. Co., Ltd., and the Consolidated Elvtr. Co., Ltd., besides his many business connections outside of the grain trade. He was formerly pres. of the Northwest Grain Dealers Ass'n.



J. C. Gage, Winnipeg, Man.,
Pres. Grain Exchange.

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Western Trunk Lines Sup. No. 11-A to Cir. 1-M gives rules, regulations and exceptions to classifications, effective Sept. 1.

C. & E. l. in Sup. 10 to 622-C quotes rates on grain and grain products from its stations to southern, northern, eastern, western and Canadian points, effective Nov. 1.

M. K. & T. in Sup. 4 to 4459-C quotes rates on grain and grain products from Chicago, Ill., and its stations in Kan., Mo., and Okla.; to Little Rock, Ft. Smith, Ark., Memphis, Tenn. and stations in Ark. and Okla. taking same rates, effective Oct. 15.

C. & E. I. Sup. No. 10 to 622-C gives local, joint and proportional rates on grain and grain products also corn cobs, broom corn and seeds from stations on the C. & E. I. Ry. to points in southern and eastern states, and in Canada, effective Nov. 1.

C. & E. I. Tariff No. 6639-C gives rules governing milling and malting in transit privileges on grain and grain products at stations on the C. & E. I. Ry., effective Indiana State Traffic, Oct. 1; Illinois State Traffic, Oct. 20; Interstate Traffic, Oct. 20.

C. R. I. & P. in Sup. 23 to 19690-F quotes rates on grain, grain products and seeds from stations in Colo., Kan., Mo., Neb., N. M., Okla., and Council Bluffs, Ia., to southern points; also rates on corn from Memphis, Tenn.; to points in Okla., effective Oct. 26.

Board of Trade, Chicago, Bull. No. 381 says the P. C. C. & St. L. Ry. has canceled its reshipping rate on grain of 12.2c per 100 lbs. from Chicago to Newport News and Norfolk, Va., for export, in connection with the C. & O. Ry. and N. & W. Ry., and established in lieu thereof the domestic rate of 13.8c per 100 lbs., effective Oct. 15.

C. R. I. & P. Sup. No. 38 to 13207-F gives joint proportional rates on grain, grain products and seeds, carloads, from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, So. Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis. on connecting lines, effective Oct. 1.

C. R. I. & P. Sup. No. 3 to 19687-I gives joint and proportional rates on grain, grain products, seeds, hay, broom corn, from Mo. River stations and other stations in Ill., Ia., Minn., and So. Dak. on the C. R. I. & P. Ry. and K. & D. M. Ry. to Miss. Val.

ley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Oct. 1.

C. R. I. & P. Sup. No. 23 to 19690-F gives local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., N. Mex. and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Oct. 20.

W. R. Crow, agt., Erie R. R., Sup. No. 3 to Fast Freight Line Rate Bases and Billing Instructions No. 21 for east bound freight, contains list of points in states of Conn., Del., Me., Mass., N. H., N. J., N. Y., Pa., Rd. I., Vt. and Canada, to be used in connection with tariffs as issued and lawfully filed with the I. C. C.; P. C. C., 2nd dist. N. Y.; Board of Ry. Commissioners of Canada, and other state railroad commissions by initial carriers parties thereto, effective Nov. 1.

C. R. I. & P. Sup. No. 44 to 28675-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates; also stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., and stations in Colo., Kan., Neb., New Mex., Okla., and Texahoma, Tex., effective Oct. 1.

THE SEMI-ANNUAL MEETING of directors, delegates and members of the Millers National Federation will be held at the Hotel LaSalle, Chicago, Friday, Oct. 27, and promises to be an interesting as well as a profitable meeting. The first session will be called to order at 10 a. m. Discussion of wheat grades under the new grain grades act will be a feature of the meeting. Sec'y A. P. Husband states that he hopes to have Dr. J. W. T. Duvel of the United States Department of Agriculture at the meeting.

A MEETING of grain dealers and millers, which was to have been held Sept. 22 at the offices of the Western Trunk Line Com'te, Chicago, Ill., to discuss minimum weights on grain and grain products, has been postponed to some time in October. The carriers attempted to raise the minimum weights in the territory west of Chicago, and the Interstate Commerce Commission suspended the advance pending a hearing. The carriers are now endeavoring to come to an understanding with the shippers as to the proper minimum weights to be used.

One of the things to be avoided by the elevator operator who is seeking a short and convenient office system is a multiplicity of books. Too much system is expensive, especially where the elevator owner or manager does his own book-keeping, weighing and buying. On the other hand, it is just as dangerous to try to make one book do the work of three or four, as such a book presents more intricate problems than a complete set, unless the man keeping it is an expert in accounting.

The Montelius Grain Co., Piper City, Ill., is trying to keep just enough books to avoid useless bookkeeping and at the same time know always how the business stands. It has avoided considerable office work by devising an indexed receiving book which reduces the number of postings to the ledger grain accounts. Especially is the book helpful where contracted grain is delivered over a period of several days by many different drivers. Individual accounts with farmers are kept in duplicate in this indexed receiving book and each account is closed when the farmer finishes hauling and gets the original record of the loads as well as a check to pay for the grain. As the receiving book is indexed it is not necessary to give every customer a ledger account. The receiving book index will give the bookkeeper ready access to the accounts of farmers whose transactions are covered by the delivery of grain.

A reproduction of the divisions made on the pages of this book is shown here with. Each man from whom grain is contracted is given a separate page, and the farmer's name, with the kind of grain, grade and price at which contracted, is inserted at the top of the page. Below in nine columns spaces are provided for keeping a record of 38 wagon loads.

If ten or twelve loads complete the contract, considerable paper is wasted while if more than 38 trips are made to the elevator the farmer's account is given another page in the book. But whether only a few lines are used, or several pages, all information concerning the deliveries is right before the elevator man, conveniently arranged on a single page.

When the time comes to make delivery of contracted corn, or other grains, the farmer is given a new page and a similar record kept of all deliveries made on the new contract.

Ruling Used in a Convenient Duplicating Receiving Book.

Supply Trade

CHICAGO, ILL.—Geo. J. Noth, western mgr. Sprout, Waldron & Co., reports the arrival of a new milling engineer. The young gentleman arrived Sept. 16.

SILVER CREEK, N. Y.—The Invincible Grain Cleaner Co. reports a lively demand for milling and elevator machinery, especially since the start of the European war.

HUTCHINSON, KAN.—W. H. Wenholz, elvtr. builder of this city, has temporarily discontinued the building of elvtrs. to devote his time to a large ranch recently purchased in New Mexico.—A.

MAKE what you have to say in your advertisement as short and as much to the point as possible without making it hard to understand. Remember that long-winded advertisements makes short-winded readers.

OMAHA, NEB.—We have recently supplied complete equipment for the following new elvtrs.: Manville Elvtr. Co., Manville, Wyo.; W. G. Van Buren, Gladstone, Neb.; Updike Elvtr. Co., Lake City, Ia.—American Supply & Mch. Co.

MILWAUKEE, WIS.—The Morris Grain Drier Co. has perfected and will soon put on the market a portable grain drier. This drier is built upon the principle of the Morris Drier, and is mounted on wheels, which makes it possible to move it with a team.

NEW YORK, N. Y.—The trading stamp interests in an endeavor to defeat the national honest advertising legislation known as the Stephens Bill, is spreading broadcast an astonishing attack on advertised merchandise and the creation and extension of a market thru advertising. However, this propaganda will be for naught, as everyone knows the value of advertised goods.

CHICAGO, ILL.—The Link-Belt Co. is distributing its Silent Chain Data Book, No. 125, containing instructions for the selection and use of silent power transmission chains for various lines of work. The book is elegantly printed on heavy enamel stock, and is bound with a leather cover. It is profusely illustrated with fotografs showing the Silent Chain adapted to various capacities from ¼ to 450 h. p. Prices are quoted for all sizes of drives, together with other information concerning each part which goes to make up the completed transmission. The book will be sent readers of the Journal, together with a pamphlet on Adding Durability to Silent Drives, upon request to the Link-Belt Co.

FALL WHEAT has never been regarded as a reliable crop to grow throughout Manitoba generally. It is true that almost ever since the settlement of the Swan River valley, away up 180 miles north of the international boundary, fall wheat has been grown there to some extent each year, and that in 1915 the average yield reported by the provincial crop correspondents was 31 bushels per acre. But over the remainder of the province fall wheat has generally been regarded as an unsafe crop. Almost all rules, however, have their exceptions, and this year the Manitoba Agricultural college has as fine a fall of wheat plots as one could wish to see, the promise being for a heavy yield.

Increased Demurrage Tariff Filed.

At the recent meeting between the railroads and the National Industrial Traffic League, held at Detroit, Mich., the railroads placed all blame for the existing car shortage upon the shippers, and threatened to "effectively remedy" the situation thru advancing demurrage charges. Shortly thereafter the proposed strike of railway employes held the attention of the carriers and the smaller matters of demurrage and car shortage were temporarily forgotten.

The Intermountain Demurrage Buro, acting for the carriers of Utah, Idaho, Wyoming and Nevada, now that the strike scare has blown over, has filed its proposed schedule with the Interstate Commerce Commission, asking that the new demurrage rates be made effective on Oct. 16. It is proposed that after a free time of 48 hours the rate shall be made \$2 per car per day, or fraction of a day, until the car is released. This tariff does not conform to the schedule submitted at the Detroit meeting by central and eastern carriers, which called for \$2 per car per day for the 72 hours following the free time, \$3 per day for the next 72 hours, and \$5 per day thereafter until car is released.

Thus far the carriers represented by the Intermountain Demurrage Buro are alone in their action for an increase in demurrage rates, but it is believed by representatives of shippers in the central and eastern territories that similar requests will shortly be filed with the Interstate Commerce Commission by other roads.

The National Industrial Traffic League has not decided as yet whether it can oppose the tariff of the Intermountain Demurrage Buro. "We can hardly fight this case with good grace," said E. F. Lacey, ass't sec'y, "as our league has not a single membership in the states represented, and it would be too expensive to venture into a far section of the country to make a fight to establish a precedent."

FRIENDS of Pres. Lee Metcalf will be pleased to learn that his attendance at the convention is assured, as Mrs. Metcalf is recovering gradually from a major operation, so that he feels able to leave her.

THE AGRICULTURAL situation in France on the completion of the harvest was summed up authoritatively September 23 as follows: The wheat yield is somewhat below that of the average year, but in the west, central and southeastern sections the harvest is satisfactory as a whole. The situation as to oats is quite favorable.

New Car Condition Report Blank.

Reproduced herewith is a suggestion for a complete car condition report and unloading record which, if properly filled out should present valuable evidence as the foundation for a claim in the event of shortage. It is of service principally in connection with those cars which appear to be short weight on arrival at destination, or which present other discrepancies between the railroad's B/L and the advice of shipment.

Should a leak be observed a diagram is provided in the upper left-hand corner of the blank for indicating its exact location. The car seals can also be carefully checked, the numbers being noted on the blank by the party unloading the car. The reverse side of the form contains three paragraphs of instruction, as follows:

If the railroad weight as shown by freight bill is short of invoice weight, or if car appears short of invoice weight for any other reason, grain should be leveled and chalk mark made showing height of grain. When car is empty measurement of length, breadth and height carefully taken by a disinterested weigher and checked by the railroad agent.

Where wagon scale is used it is important to have weights taken over two scales by two different parties. A disinterested weigher is better than an interested party weighing.

Please comply so far as possible with these suggestions for a good claim foundation.

On the face of the blank are provided spaces for much other information which would be of special value in establishing a claim for shortage in a shipment to an interior point. By using such car reports all the time receivers help the shippers as well as themselves. Other spaces are provided for the following information:

Kind of Grain..... Original Car No. Examine Cars and note hereon the condition of same, and mark location of leak on Cut of Car. Were car doors all closed and fastened.....? Seal numbers, Side..... Side..... End..... The grain in the above car leveled.....feet.....inches. Width of car inside.....feet.....inches. Length.....feet.....inches.

I hereby certify to the correctness of the above statement of condition of car on arrival and measurements as given.

Signed Agent.

Signed Weigher.

Commenced unloading....., 19....,M., finished....., 19....,M. Was car in sight of scale.....? If not, where and how far away.....? Were the car doors locked during the night.....? Was car carefully swept and all grain unloaded and weighed.....? Any other circumstances that should be mentioned.....?

I hereby certify that the answers to the above questions are correct to the best of my knowledge.

Signed Disinterested Weigher.

Signed Interested Weigher.

Town..... Date....., 19....



Improved Blank for Reporting Car Condition.

Supreme Court Decisions

Landlord's Lien.—A landlord, in establishing his right to levy upon a subtenant's crops for unpaid rent under Code 1907, § 4744, has the burden of showing that the chief tenant's crops are insufficient to satisfy his claim.—*Plunkett v. Dendy*. Supreme Court of Alabama. 72 South. 525.

Landlord's Lien and Crop Mortgage.—The lien given the landlord for rent by section 3806 is not dependent upon a written contract, but arises from the relationship of landlord and tenant, and is superior to a mortgage lien given on the crops by the tenant.—*Dorsett v. Watkins*. Supreme Court of Oklahoma. 158 Pac. 608.

Injury to Goods not a Set-off to Freight Charges.—In an action by an interstate carrier for freight charges, the shipper cannot set off a claim for injuries to the goods, for the freight can be paid only in cash, and such set-offs would open the door to fraud and discrimination.—*C. & N-W. Ry. Co. v. W. S. Stein Co.* U. S. District Court, Nebraska. 233 Fed. 716.

Priority of Crop Liens.—Under Civ. Code Porto Rico, § 1823, subd. 6, providing for a preference for creditors for seeds and expenses of cultivation with regard to the fruits of crops to which they are applied, no preference in the debtor's property generally is given, but only in the crops.—*Gandia & Stubbe v. Cadierno*. U. S. Circuit Court of Appeals. 233 Fed. 739.

Disposal of Margin Securities.—Where a broker pledged securities belonging to his customers, and the pledgee disposed of such securities, receiving a surplus, the rights of the customers in such surplus will be measured as if the sales occurred at the same time, though they were made on succeeding days.—*In re Stringer*. U. S. District Court, New York. 233 Fed. 799.

Arbitration.—Where the defeated party to a common-law arbitration refuses to pay the award, the only remedy is an action at law upon it. Either party to a common-law arbitration may repudiate the agreement to arbitrate any time before an award is actually returned.—*Dickie Mfg. Co. v. Sound Construction & Engineering Co.* Supreme Court of Washington. 159 Pac. 129.

Arbitrators Need Not Know Law.—The award of arbitrators on a submission to be decided according to the rules of an association cannot be attacked on the ground of a mistake of law, since arbitrators not being presumed to know the law, unless partiality or corruption, gross miscalculation in figures, or decision in a matter not submitted, be shown, the courts will not interfere either at law or in equity.—*Thatcher Imp. & Merc. Co. v. Brubaker*. Kansas City Court of Appeals, Missouri. 187 S. W. 117.

Connecting Carriers.—The Carmack Amendment to the Hepburn Act, relating to the liability of common carriers of property in interstate commerce for loss or damage to such property, but which contains the proviso "that nothing in this section shall deprive any holder of such receipt or B/L of any remedy or right of action which he has under existing law," leaves a shipper free to resort to the laws of a state applicable to his contract.—*St. Louis & S. F. R. Co. v. Akard*. Supreme Court of Oklahoma. 159 Pacif. 344.

Stamp Tax.—Laws 1910, c. 186, providing for the refund of invalid stamp taxes to claimants who have suffered a loss, is applicable to stockbrokers who have affixed stamps, but retained the cost thereof when settling with their customers, since payment of the void tax was unauthorized, and rendered them liable to their customers for the amount withheld. The customers have no right of action against the state, unless they have ratified the unauthorized acts of their brokers in paying

the tax.—*Van Antwerp v. State*. Court of Appeals of New York. 113 N. E. 497.

"Actual Cost" of Repairing Cars.—The words "actual cost of the same" in the following tariff provision, "When cars furnished by carriers named below for grain or other loading require repairing in order to insure against leakage in transit and material necessary for this repair is furnished by the shipper, the carrier will pay the actual cost of the same, but not to exceed 80 cents per car," include the cost of the material and labor necessary to repair but do not include the cost of inspecting or cleaning cars or the cost of attaching grain doors.—*Rock Milling & Elevator Co. v. Atchison, Topeka & Santa Fe Ry. Co.* Supreme Court of Kansas. 158 Pac. 859.

State and Federal Jurisdiction over Interstate Commerce.—State courts have jurisdiction to determine whether demurrage charged by a carrier on interstate freight was properly charged, although the freight rates and demurrage charges on such traffic are regulated by the provisions of Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379 (U. S. Comp. St. 1913, §§ 8563-8604). Actions for the violation or enforcement of federal statutes are cognizable only in the federal courts, while actions at law for wrongs done which incidentally involve the regulatory provisions of federal statutes, are cognizable by the state courts.—*Kells Mill & Lumber Co. v. Pennsylvania R. Co.* Supreme Court of New Jersey. 98 Atl. 309.

What Constitutes a Sale.—Defendant seed company consigned seed to retail dealers, under an agreement that seed should be sold on commission, and that the unsold seed should be returned when called for, and the amount due for seed then paid. The agreement provided that defendant should buy back the seed unsold at the invoice price. Held, that as defendant did not fix the price of seed, and as the retailers were not required to account after each sale, but were only entitled to a deduction for the amount of the seed returned unsold, the transaction constituted a sale, the title passing to the dealers, and hence defendant was not liable for the payment of taxes upon the seed.—*D. M. Ferry & Co. v. Hall, Tax Collector*. Supreme Court of Alabama. 66 South. 104.

Deposit of Draft and Effect of Transfer of B/L.—Where produce dealers deposited with a bank a draft, representing the price of a carload of peaches sold by them, with non-negotiable B/L attached, and the bank credited the dealers with the amount, it became indebted to them in the amount, and became the owner of the draft, and, as collateral security, the goods represented by the attached B/L. Where produce dealers sold a carload of peaches and deposited the draft representing the price, having a non-negotiable B/L attached, receiving credit for the amount, the buyers of the peaches had no right of action against the bank for breach of warranty in the sale of the peaches; their claim being solely against the sellers.—*American Nat. Bank v. Warren*. Supreme Court of New York. 160 N. Y. Supp. 413.

Discrimination in Switching Charges.—Imposing charges for switching shipments of grain to industries located upon the tracks of the Eastern, no charge being made for switching like shipments to industries located upon other industrial tracks of the "Milwaukee" and "Omaha," is an unjust discrimination against the industries served by the tracks of the Eastern. The charges for the line haul made by the "Milwaukee" and "Omaha" include the charge for switching to and from industries located upon their industrial tracks, and they cannot remove the discrimination against industries located upon the tracks of the Eastern by imposing an additional charge for switching over their other industrial tracks.—*Minneapolis Civic & Commerce Ass'n v. Chicago, M. & St. P. R. Co.* Supreme Court of Minnesota. 158 N. W. 817.

Grain in Private Elevator as Collateral.—A milling company, borrowing money to

buy grain and agreeing to keep the grain in its elevator as collateral for loans, there being no segregation of particular property, held not a bailee as to the lender. Such a course of business held not doing a warehouse business by the milling company. Receipts not issued by a warehouseman are not warehouse receipts, altho in form of warehouse receipts. A surety company, chartered, among other things, to guarantee performance of contracts, had power to give bond that a milling company, borrowing money upon its collateral agreement to turn over grain in its elevator upon demand after default in payment of notes, would perform such collateral agreement.—*National Bank of Commerce of Kansas City v. Flanagan Mills & Elevator Co.* Supreme Court of Missouri. 188 S. W. 117.

Telegraf Error.—A telegraf company which accepts for transmission a telegraphic order for merchandise, which on its face calls upon the receiver to complete or reject a proposed contract, is liable to the receiver for failure to exercise reasonable care to deliver it in the form in which it was accepted for transmission. Where telegram ordering one barrel of lobsters was changed in transmission to read ten barrels, telegraf company held liable for damages to receiver of such telegram. Where defendant telegraf company at New Haven, Conn., accepted for transmission to plaintiff at Rockland, Me., a telegraphic order for merchandise, held plaintiff could sue in Connecticut courts for damages for negligence in transmitting such telegram; the obligation of defendant being incurred in that state by the acceptance there of the message for transmission.—*Penobscot Fish Co. v. W. U. Tel. Co.* Supreme Court of Errors of Connecticut. 98 Atl. 341.

Crop Mortgage.—In view of Rev. St. 1911, art. 5660, providing that a chattel mortgagor shall not remove the property from the county or otherwise sell or dispose of it without the consent of the mortgagee, and that if he does, the mortgagee shall be entitled to possession and sale for the payment of his debt, any person is guilty of wrongful "conversion" of property who aids the mortgagor in so disposing of the proceeds thereof as to defeat the mortgagee's interest therein, and is not exempt from such liability because he is a factor or commission merchant (citing Words and Phrases, First and Second Series, Conversion). In such case, where the mortgagor and the commission merchant to whom the cotton had been shipped, defending as against a third mortgagee, were not claiming under such prior mortgages, they could not insist that the cotton was subject thereto.—*Hunter v. Abernathy*. Court of Civil Appeals of Texas. 188 S. W. 269.

Carrier Liable for Decline in Market During Negligent Delay in Transit.—Notwithstanding the absence of any special agreement indorsed on the B/L that the carrier should be bound to transport wax beans in time for any particular market, it was bound to carry them and deliver them with reasonable dispatch, and, for a breach of such duty, would be liable in damages for loss to the shipper from a fall in the market price, or damage to the goods, or from a combination of such causes. In an action for delay in the delivery of a shipment of wax beans resulting in their selling at less than if they had been forwarded with reasonable dispatch, evidence held to make the carrier's due care in delivering them within a reasonable time and with reasonable dispatch a question for the jury. Evidence as to the time ordinarily required to deliver them at such destination was admissible. Evidence as to the market value of the beans at destination when the car should have arrived and at the time of their delivery after the market was admissible to fix the measure of damages.—*Stevens v. Nor. Cent. Ry. Co.* Court of Appeals of Maryland. 98 Atl. 551.

WE GET a great deal of valuable information pertaining to grain matters from the Journal. It is certainly well worth the price asked for it.—J. K. Quick, mgr., Dalton, Mo.

Definition of "Week:"

The Arbitration Com'te of the Grain Dealers National Ass'n in the case of Childress Grain & Elevator Co., plaintiff, v. Benedict Commission Co., defendant, ruled on the meaning of the term "week."

Defendants bought from plaintiffs, on May 24, 1915, three cars, 250 5-bu. sacks No. 3 Texas natural oats at 48c per bu. delivered New Orleans, shipment "first week in June." June 1st fell on Tuesday and defendants contend that first week in June expired Saturday night, June 5, contending in a general way that first week in any month expires the first Saturday of the month.

All three cars were shipped on Monday, June 7, as evidenced by bills of lading, of which certified copies are submitted. Defendants refused to accept except at a reduction of 3c per bu., contending grain was not shipped in time limit. Plaintiffs authorized reduction in amount their drafts \$37.50 per car, equivalent to 3c per bu., pending settlement point in dispute, contending that shipment on the 7th complied with time of shipment specified in contract to be "first week in June."

The Com'te holds that the word "week" in contracts for shipment in the absence of specific definition of the term shall mean seven consecutive calendar days regardless of which day of the week may be the initial day of the "week" specified. Hence would hold that shipments were made within the time limit, and we find in favor of plaintiffs to this action. Plaintiffs acknowledge indebtedness to defendants in sum of \$39.60. Defendants are ordered to pay to plaintiffs \$112.50 less the \$39.60, or the sum of \$72.90, and it is also further ordered that the costs of this arbitration be assessed against defendants.

"Kansas City" Inspection May Be Kansas.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Elkenberry, in the case of Western Grain Co., plaintiff, v. J. M. Gwaltney & Co., defendant, held that inspection at Kansas City, Kan., complies with a contract for "Kansas City inspection."

The Western Grain Co. made claim for \$52.34, which is for difference of \$43.40 on one car 62,000 mls maize at 7c per cwt., \$1.23 interest caused by delay in payment of draft and \$7.71 telegraphic charges. J. W. Gwaltney & Co. made counter claim for \$85.60, which is the difference in value of grain on the date purchased and the date it arrived, plus \$5 alleged error in freight.

Gwaltney & Co. produces no evidence to show any loss sustained, so claim cannot be considered. The evidence submitted shows that the Western Grain Co. thru their brokers, Legrand & Burton, on Nov. 27, 1915, sold J. W. Gwaltney & Co. one car No. 3 mls maize at \$1.17, delivered at Norfolk, Va., Kansas City weights and grades to govern.

On Jan. 11th the car arrived at Norfolk, and Gwaltney & Co., not liking the quality of the grain, refused to pay draft. Finally, on Jan. 28 a temporary settlement price of \$1.10 per cwt. was agreed upon with a provision to arbitrate the difference.

To show car did contain No. 3 mls maize, Gwaltney & Co. submits a sample not drawn at Norfolk, and, being drawn there, is not evidence of what the grain was at Kansas City.

Gwaltney & Co. argue that they understood Kansas City grades to mean Kansas City, Mo., inspection would be given, while the inspection was made at Kansas City, Kan.

It is the opinion of this com'te that the Western Grain Co. filled their contract as provided in confirmation, which confirmation does not state whether Kansas City, Mo., or Kansas City, Kan., inspection shall govern, and in the absence of the State being named, Kansas City, Kan., inspection must be considered as fulfillment of contract.

In the claim for \$52.34, the Western Grain Co. includes items amounting to \$7.71, which charges are wires exchanged with their own broker and are of such nature that this com'te does not allow them. The balance of claim, which amounts to \$44.63, is allowed and the committee orders that the charges for arbitration be paid by J. M. Gwaltney & Co.

WE THINK the Grain Dealers Journal is all right, as there is lots of good information in it.—Farmers Grain & Coal Co., Jamaica, Ia.

Damages on Market Day Contract Was Canceled.

The Tri-State Appeal Com'te has affirmed the decision of the Arbitration Com'te of the Texas Grain Dealers Ass'n in the claim by Dorsey Grain Co., of Fort Worth, Tex., against W. B. Johnston of Enid, Okla., defendant, growing out of a contract for the shipment in July, 1914, of 5,000 bus. wheat to Galveston.

After executing the contract, on July 13, subsequent correspondence, in the opinion of the com'te did not release either party; but on July 25 defendant first advised plaintiff positively that he did not consider he had a contract and would not ship the wheat. The com'te, composed of Bert K. Smith, C. L. Terry and B. E. Clement, found that "as plaintiff was not advised whether or not the wheat was shipped on or before the expiration of the contract July 23rd, he is therefore entitled to the market difference on the date he was advised that defendant would not ship the wheat."

We find from the preponderance of the evidence submitted that 87½c per bushel was a fair market value for No. 2 hard wheat delivered at Galveston, Tex., on July 25, the date the contract was breached by the defendant, leaving a difference between the market value and the contract price of five cents per bushel. Therefore, we hereby order that W. B. Johnston promptly pay to the Dorsey Grain Co. \$250, being five cents per bushel on 5000 bus. of wheat, the shipment of which defendant defaulted, and the Secretary is instructed to return the Dorsey Grain Co. their deposit fee in this case.

No SHORTAGE of foodstuffs in Mexico is anticipated, as the production this year has been sufficient for the needs of the population. There will probably be a little exported but this will not amount to much as the crop is not up to normal. The deaths reported in Mexico City due to starvation were caused on account of the lack of transportation facilities, as there was food available which could not be moved. Transportation in Mexico has been greatly improved within the past few months, and regular train service has been resumed not only with the United States border but between interior points, and railroads which have been idle for an extended period have resumed operations.

BULK HANDLING OF WHEAT on the Pacific Coast is gradually receiving more and more attention. Prior to the European war the steamer Portland was purchased in the East to handle the grain from Portland to California ports, being refitted with extra bulkheads and special bins for bulk handling, but the war drew her to the Atlantic side by virtue of high freights so that now there are no bulk shipments from Portland. But tentative plans have been made for an elvtr. at Portland, and in view of the fact that after the war foreign demands on the Pacific side are likely to be heavy, it is that that some action towards proper harbor facilities for handling bulk grain will soon be given due consideration. Transportation of grain in bulk from interior warehouses is being planned for. The O. W. R. & N. Co. has contracted for large lots of lumber to be used in the manufacture of inside doors for box cars, and with the erection of an elvtr. at Portland, the bulk movement would be augmented.

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Brown-Duvel Moisture Tester also—with official glass flasks or improved copper flasks.

Record of Cars Shipped

FORM 885 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

Grain Dealers Journal
La Salle St. Chicago, Ill.

Feedstuffs

W. L. THOMPSON's feed and grist mill at Troy, Ala., recently destroyed by fire will be rebuilt at once.

THE SOUTHERN FEED CO., INC., of Newport News, Va., has amended its charter, reducing the capital stock from \$50,000 to \$31,000.

THE WORD "FLAKOHUL" has been registered as a trade mark for cottonseed feed manufactured by the Buckeye Cotton Oil Co., Cincinnati, O.

THE ADDITION of a mixed feed department is planned by the I. M. Powell & Son Milling Co. at Cordele, Ga., which will probably be erected soon.

AN EXPLOSION causing a back fire in the gas engine in Geo. Burley's feed mill at Waterville, Ia., resulted in the loss of the building and plant. The loss is estimated at \$6,000.

A NEW PLANT for the manufacture of feed and meal will be erected at Gainesville, Fla. Work has already been started on the plant, which is to cost \$40,000. The promoter is the Diamond Ice Co.

A NEW BRICK WAREHOUSE has recently been completed by the Olean Mills, Olean, N. Y. It is conveniently located on a railroad siding, and has increased the capacity of the plant considerably.

EBBE & Co., Marshfield, Wis., have purchased the site adjoining their present feed mill, and will move the buildings to the new location if the Soo Line decides to use the present site for its new freight depot.

WIGGINS, COLO., SEPT. 11.—We are building warehouses 14x40 with 7 ft. full basements at our elevators here. They will be equipped with feed grinders and will be used to carry a full line of feed.—Fred Hamilton, Feed Man, Denver Elvtr. Co.

AN EFFORT is being made in New York State by the Wicks legislative com'te, which is investigating milk and other farm conditions in the state, to learn whether grain and feed dealers are discriminating against farmers by refusing to sell them direct.

THE WORDS "Buckeye" and "Hulls" respectively set above and below the word "Lintless" printed in larger type, all set in the center of a diamond shaped figure, has been registered as a trade mark for cotton-seed feed manufactured by the Buckeye Cotton Oil Co., Cincinnati, O.

A REPRESENTATION within a green circle of a horizontal bar, a vertical column and an oblique wing to approximate the Japanese syllable "jo," which may be translated in English by the word "high," the enclosed characters being in red, is the design adopted by The Asia Co., Los Angeles, Cal., as a trade mark for its product rice.

THE ALFALFA MEAL mill at Orland, Cal., will be enlarged and new machinery will be installed before next season. Storage rooms are to be added, running around three sides of the present building. They will be 24 feet wide and capable of holding 500 tons of meal, thus obviating the necessity of immediate shipment. The mill ground 10,000 tons of alfalfa during the last season, and next year's business promises to be much greater than for the season just ended.

THE ARMOUR GRAIN Co., Jersey City, N. J., and Chicago, Ill., has registered as a trade mark for its clipped white oats a design representing the word "Arrow" written above a diamond shaped border enclosing the characters "36#" and "C. W. O."; also for another brand of the same article, a similar design using the word "Sunshine" and the characters "38#" and "C. W. O." within the border.

ADULTERATING OATS by adding water is the charge against Sebastian Zorn and Thomas G. Williams, doing business as S. Zorn & Co., at Louisville, Ky., by inspectors of the U. S. Dept. of Agriculture, who seized 11 shipments of oats in May and June, 1915, which had been sold as No. 2 white oats. It is alleged by the government that the addition of water decreased the quality and strength of the oats.

THE REPORT of sec'y L. F. Brown of the American Feed Manufacturers Ass'n states that the M. C. Peters Mill Co., of Omaha, Neb., and E. R. Barrow, of Memphis, Tenn., have recently resigned from membership in the ass'n. The Grain Belt Mills Co., So. St. Joseph, Mo.; John H. Hailey Co., Houston, Tex., and Novinger & Nabers, proprietors of the Phoenix Alfalfa Mills, Phoenix, Ariz., have been admitted to membership.

FIRE in the plant of Dwight E. Hamlin, manufacturer of livestock feed, Pittsburgh, Pa., Sept. 9, caused a damage of \$15,000. The fire was first discovered on the fourth floor of the building among some alfalfa stored there. The flames spread rapidly to the elvtr. shaft and communicated to the lower floors. Two tanks containing 80,000 gallons of molasses that were dangerously near the flames were kept under a steady stream of water.

A DEFINITION for hominy feed, meal or chop, which will be presented to the Bureau of Chemistry at Washington, D. C., was prepared by the executive com'te of the American Feed Manufacturers Ass'n at a meeting held on Sept. 5. The procedure was due to a hearing held by the Bureau in Chicago on July 12, for the purpose of endeavoring to secure information looking towards a possible amendment to the present definition. Following is the new definition submitted: "Hominy feed, hominy meal or hominy chop is a kiln-dried mixture of the mill-run bran coating, the germ with or without a partial extraction of oil, and a part of the starchy portion of the white corn kernels, obtained in the manufacture of hominy, grits, or meal for human consumption."

MEECH & STODDARD, INC., corn millers of Middletown, Conn., are beginning the construction of a two story concrete warehouse, 200x85 ft., which will be one of the fastest and most economical grain warehouses yet constructed in the country. Each story will be 20 ft. high in the clear. The warehouse will have a storage capacity of 200 cars of sacked grain and feed. It will be equipped with two bag elevators and six 24" belt conveyors, each 200 ft. long, running the length of the building, together with cross belt conveyors, so that cars of sacked grain and feed can be loaded and unloaded without hand trucking. This conveyor machinery will have a capacity of one bag each 4 seconds, or about 1,000 bags per hour, requiring less than 25 minutes to load or unload a car. An automatic sprinkler system is being installed. A two track railroad siding is being constructed alongside of the warehouse, giving a total siding capacity of 25 cars,

making it possible to load out 25 cars daily. A car puller to handle the cars will be installed. A mixing plant for the manufacture of mixed feeds will also be installed, which will be equipped with automatic feeders, and will have a capacity of 300 tons per day.

Crop Improvement.

THE "BETTER SEED CAR" of the Frisco has started on its demonstration tour thru towns in the state of Oklahoma. The tour is conducted by I. O. Schaub, supervisor of farm demonstration work for the Frisco Department of Development. This tour, which was begun several weeks ago, was brot to an end owing to the threatened railroad strike.

THE NECESSITY of securing plenty of seed corn for the coming season was recognized by Governor L. B. Hanna of South Dakota, who recently designated the week of Sept. 11 to 16 inclusive as official seed corn week in the state, during which all farmers were urged to devote as much of their time as possible, and also the children in the public schools at least one or two days, to the selection and storing of a sufficient quantity of seed corn for the coming year.

EVIDENCES POINT to a decided shortage of seed wheat suitable for the crop of North Dakota in 1917. In portions of the state the grain is uniformly too light to be relied upon to give a sturdy growth. The danger of sowing such light weight seed is serious as any extraordinary weather conditions might result in much crop failure. To prevent this the State Pure Seed Laboratory urges all those having seed to send in samples of it for testing. The owner will receive a correct report as to its seed value, with such recommendations as the laboratory is able to make. Those who have good seed, particularly in the western and north-western portions of the state, will not only be of aid to themselves, but will be of benefit to the public if they will make use of the laboratory, and seek to secure only good seed for planting, which will materially improve the crop of next season.

MINIMUM PRICES to be accepted by members of the Southern Rice Growers' Ass'n were fixed recently at the first monthly meeting of the directors since the new season opened as follows: For No. 1 fancy Honduras \$3.50, No. 1 Honduras \$3.35, Blue Rose \$3.25. Price minimum on lower grades was fixed as follows: No. 2 Honduras \$3.20, No. 3 Honduras \$3, No. 4 Honduras \$2.80, No. 2 Blue Rose \$3.15, No. 3 Blue Rose \$3, No. 4 Blue Rose \$2.80.

STORES OF RICE, which were purchased last year by Japanese authorities in order to regulate the price on the domestic market, are now being exported. The quantity purchased by the authorities last year is estimated at 1,485,000 bus. Since the beginning of this year the authorities, thru foreign and Japanese merchants, have exported 396,000 bus. to Seattle, San Francisco, Hawaii, European ports, and other points. Many orders have come from Europe, but on account of the scarcity of vessels it is difficult to obtain tonnage. The shipments abroad during the first half of the year were in pounds: Great Britain, 25,937,603; France, 528,267; United States, 26,734,114; Canada, 15,113,154; Australia, 2,897,413; Hawaii, 25,654,784; Sweden, 870,982; Transvaal, 261,801; Argentina, 91,310; and other countries, 162,759.

Patents Granted

1,197,877. Bag Filling Apparatus. (See Cut.) John D. Webber, Bayonne, N. J., assignor to Automatic Weighing Machine Co., Newark, N. J. A spout has an outwardly-extending flange and a finger projecting outward from the spout above the flange and adapted to have a fold in a bag formed over it. A clamping strap carried by strap supporting devices at the side of the spout extends around the spout above the flange and below the finger, which can be tightened or relaxed as desired.

1,198,438. Feeder for Corn Shellers. (See Cut.) Henry B. Hardy, Jr., Armour, S. D. A bracket is fixed to the lower end of a feed hopper and links pivotally connected to its upper end. There are bars pivotally connected to the bracket, and agitator bars with fingers disposed, alternately on opposite sides and extending in an upward direction have their lower ends pivotally connected between the ends of the bars, as well as to the links. Means is provided for oscillating the bars, thereby imparting reciprocatory movement to the agitator bars.

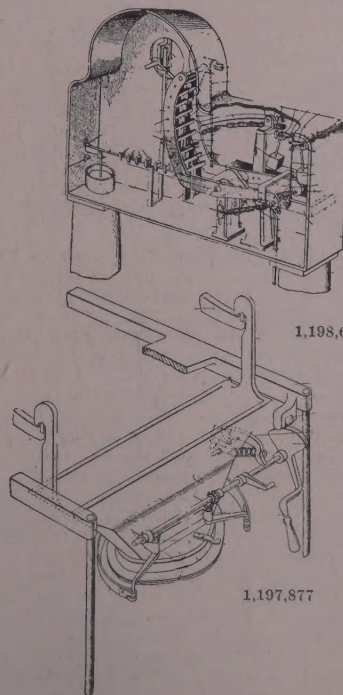
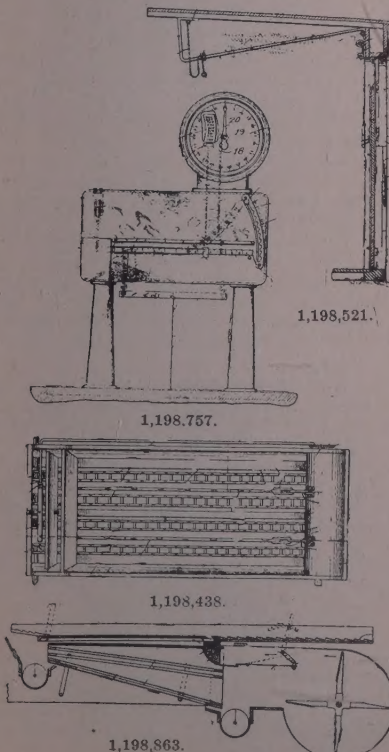
1,198,521. Grain Door. (See Cut.) Francis M. Brubaker, Fowler, Ind. A door for an opening in a side wall is mounted at its top end for swinging movement in a vertical plane. Brackets are supported by the side wall and the top wall, and the door when in elevated position is adapted to be positioned between the brackets. A cross member is slidably engaged with the brackets and provided intermediate its length with longitudinally spaced eyes. A flexible member has its extremities secured to the roof of the car adjacent the inner ends of the brackets, the intermediate portion of this flexible member being threaded thru the eyes of the cross member. Means coacting with the flexible member hold it beneath the door when in an elevated position.

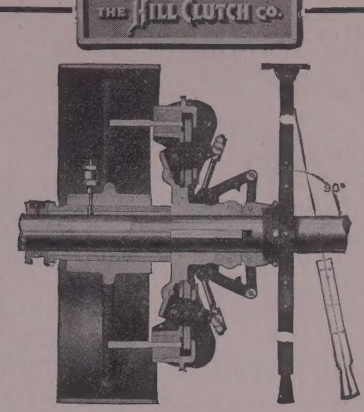
1,198,650. Weighing Apparatus. (See Cut.) Louis Ashley Osgood, Chicago, Ill., assignor, by direct and mesne assignments to American Automatic Scale Co., Chicago, Ill. A device adapted to carry a plurality of weights and to deposit them on a beam is provided. Differential means acting upon the weight-carrying device maintains it in counterbalanced condition as the beam weights are deposited upon the beam or lifted off.

1,198,757. Weighing Apparatus. (See Cut.) Louis Ashley Osgood, Springfield, O., assignor, by direct and mesne assignments to American Automatic Scale Co., Chicago, Ill. A movable member consisting of two parts, one on each side of and at a distance from the other part works in combination with a pivoted weighbeam. A stud is placed on the inner face of each of the bars on the movable member and is adapted to loosely support a weight. Means is provided on the other part to receive this weight when one of the parts is moved past the other part.

1,198,863. Grain Separator. (See Cut.) Herman Marschel, Buffalo, Minn. A sieve shoe is arranged beneath a vibrating chaffer and sieves are mounted in the shoe. A fan casing, which has a throat devised for the purpose, directs blasts of air thru the shoe. A deflector carried by the chaffer and vibrating therewith directs the currents of air upwardly into and thru the chaffer. In the throat of the fan there is a plate which is adjustable for directing the air currents toward the deflector and upwardly into the chaffer or downwardly away from the deflector into the sieves.

EASTERN SEABOARD MILLERS who for years have enjoyed a good export trade in flour to South America, may soon have the pleasure, on account of excessively high freights from South America to Europe, of importing wheat from Argentina and shipping back flour in the same boats. A contributing cause is the short crop and high price of wheat in the United States. A few cargoes already have been sold for shipment from Argentina to the United States, and one cargo is said to have been bot by the Dutch government for reshipment to Europe.





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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

You Know

You want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them.

A Dustless Elevator Impossible.

BY P. C. MILLER, CHICAGO.

Country elevator operators everywhere seem to be laboring under a false impression concerning the work accomplished by a dust collecting system. Many times each year I receive letters asking for information regarding installations in country houses as the writer wishes to have a "dustless elevator." Since certain sections of the country are threatened with legislation compelling the use of dust collectors in grain elevators, the number of these requests for information, has greatly increased, the popular belief among the shippers being that the expenditure of a small amount of money for a cyclone and a certain amount of wind trunking will end all of his dust troubles. This is radically wrong.

In the first place the country elevator is not constructed with the idea of dust elimination or reduction. Many times I have watched the loading of grain into a bin, the atmosphere around the top of the bin being so thick with dust as to make it almost impossible to breathe. This is because the spout from the cupola to the top of the bin is not hermetically sealed, and could not be without a big loss of time to the elevator operator. Dust also issues forth thru the many cracks in the floor and bin walls. How could a dust collecting system eliminate these big clouds of dust? We can remedy the situation with floor sweeps on the bin floor and in the cupola, but these will not do away with it entirely.

The terminal elevators, of concrete and steel construction, when properly equipped with dust collectors, offer the nearest approach to perfection in the matter of dust elimination. This is because the bins are air tight and entirely free from cracks thru which the dust might leak while loading continues. If the spout holes are properly sealed it is hardly discernible that loading is going on, except for the roar of the grain as it leaves the spout.

The principal duties of the dust collector are to keep the various machines free from dust accumulation, and this work the collector does to perfection. In other words the up-to-date dust collecting system will remove automatically all of the dust arising from the operation of cleaners, clippers, shellers, grinders, etc. In the garner and elevator heads the work of the collecting system is equally well done. But just how it would be possible to gather and deposit in the dust house the clouds arising from the loading of a car in the track shed, for instance, or from a belt tripper, is beyond comprehension.

But even in the elevator where no machines are used the dust collector is of assistance in reducing the accumulation of dust. It is possible to take the dust from the garner of the shipping scale, the leg and the dump, and install floor sweeps at convenient places thruout the house. But this will not make a dustless elevator by any means, and I doubt if it would reduce the dust sufficiently to meet the approval of the Government should dustless houses be demanded by legislation. Until the type of country elevator construction is materially altered, so that steel or concrete is used thruout, it will be impossible to offer the trade a dustless elevator, and even then some parts of the plant, such as the track shed, will show no improvement.

As a business venture, however, the dust collector is an absolute money-maker for either the large or small ele-

vator. The dust is an important ingredient in many kinds of feed, and in the manufacture of molasses feeds especially a substitute for it would be hard to find. If dust can be sold to these manufacturers at a fair price it is poor policy to let the wind carry it all over the surrounding landscape, making enemies for the dealer of all his neighbors. The dust collector will gather all of the dust from the machines and deposit it within the dust house together with that which is swept to the floor sweeps. Here it may profitably be bagged for shipment to industries at which it is appreciated. So it would seem that even tho the best dust collecting system in the world can not make an elevator positively free from dust, its installation is well worth while from a business point of view.

Mutual Casualty Insurance.

BY CHAS. B. MORRIS.

Handed down to us from back in the dark ages when industrial employees were few and practically all manufacturing done by hand, is a long list of court decisions setting forth the duties of an employer to his employee. These decisions thru many trials and rulings have been affirmed and reaffirmed, iterated and reiterated until they now form the basis of what is known as the Common Law rights of employer and employee.

At the time these early decisions were given employees had almost entire control over their actions. They were grouped in such small numbers that the danger of their work could easily be ascertained and they could guard against the negligence of their fellow employees. Injuries caused by their own negligence was considered their loss.

In recent years our manufacturing industries have undergone a marvelous change. Machines in countless numbers have replaced many of the workmen. Large industries have been built up employing hundreds of workmen and introducing them to a hazard neither known or contemplated at the time of these early Common Law decisions.

It was only natural then that the courts in reviewing these later cases should come to construe them on broader lines. Many large judgments were returned in favor of injured employees. Lawsuits became numerous. Bad feeling between employer and employee arose.

To meet these conditions a new business sprang up, called liability insurance. Its purpose was to guarantee employers against personal injury judgments. Its method was to contest in the courts all such cases brot by employees. The companies endeavored by legal technicalities, by court delays, and every means possible to exhaust the employee and secure small settlements or make no payment whatever. Conditions grew steadily worse and the breach between employers and employees widened.

The foremost minds of the country observing these conditions and seeing the premiums paid by employers used to antagonize employees began to ask why these premiums should not be used to compensate and help injured employees rather than be paid lawyers to antagonize them. The outgrowth of these thoughts was our present workmen's compensation laws.

Seven years ago, New York State passed the first workmen's compensation law ever attempted in this country. This law unlike our present laws was compulsory in form and on being tested in the courts was declared unconstitutional.

Wisconsin was the next state to attempt legislation in the line and two years later passed a workmen's compensation law which was *elective* in form and on being tested in the courts was found valid and has been in effect ever since.

State after state rapidly followed the lead of Wisconsin until at the present time we now find nearly every state with a compensation law of some form or other.

With the passage of these workmen's compensation laws a new liability was created. This liability was so unknown in its effect, so unknown in its nature and proportions, that it became imperative that employers should immediately find some means to take from their business the danger of a sudden serious calamity which might easily result in expenditures so high as to cause serious financial embarrassment or in some cases financial ruin.

The stock liability companies taking advantage of the immediate necessity for this class of insurance raised their rates for flour mill and grain dealers' insurance from 400 per cent to 800 per cent of the rates charged for the liability insurance and then warned thru their agents of a still further increase. This raise was made in the face of investigations that showed conclusively that rates for compensation insurance should be less than for liability insurance.

This new problem was very similar to that which confronted the milling and grain trade many years ago in connection with their fire insurance and was met in the same manner.

Immediate steps were taken for the organization of the Miller's Mutual Casualty Insurance Co. From its very inception the company received such hearty support and co-operation from the entire grain trade that upon its commencing business early in 1912, it was found to have more than double the assets and business required by the strictest insurance law of any state.

Naturally this widespread support has had a powerful effect upon the rates charged by the liability companies. As each state has passed its compensation law, the rates have been lowered, until at the passage of the Montana Compensation Law, the rates were placed lower than ever before.

Notwithstanding these decreases the rates are still greatly in excess of what they should be. Under the stock liability plan, they will always be so. *Any form of insurance that uses from 50% to 75% of your premium for profits and to conduct its business will never give you insurance at the cost it should be.* These stock liability companies are operated primarily for the profit of their stockholders.

The mutual casualty insurance company is operated primarily and solely for the betterment and advancement of the interest of its policy holders. When you insure in this company no agent will deduct a single penny from your premium. The entire amount will go direct to the home office of the company and be available in whole for the payment of losses and modest expense of the company. All portions of your premium not so used are returned to you in cash at the end of each policy period.

AN ORDER RESTRAINING the increase of express rates in South Dakota, proposed in tariff, effective Sept. 15, has been issued by the South Dakota Supreme Court. A hearing will be held Oct. 2, at Pierre, S. D.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

ARE YOUR elevator heads hopped to the down legs as required by the new schedule of the mutual fire insurance companies? Why not?

Now that the mutual fire insurance companies are refusing to insure elevators with wood roofs, the old time shingle will be discarded and the elevator fire losses greatly reduced.

TAKING A CHANCE is poor policy for a manager whose firm is willing to pay for all insurance needed to keep grain and buildings covered at all times. One manager in the corn belt learned this recently to his sorrow when the elevator burned with grain valued at \$18,000; insurance, \$1,200; and salvage \$3,000; net loss, \$13,800. The manager said he was trying to keep down expenses and would have had the grain out in 10 days.

Charles Ridgway of Kansas City, Mo., was elected one of the vice presidents, and C. A. McCotter, of Indianapolis, Ind., treas. of the National Ass'n of Mutual Insurance Companies at the annual meeting of that organization at Reading, Pa., Sept. 22. Mr. Ridgway is mgr. of the Western Millers Mutual and Mr. Cotter sec'y of the Grain Dealers National. L. R. Welsh of Fitchburg, Mass., was chosen pres., and Harry P. Cooper of Crawfordsville, Ind., sec'y.

FUEL TANKS in the base of the engine are an addition to the hazard. In the open air such an engine may be safe, but the handling of gasoline or kerosene inside the power house must be avoided in the interest of safety. A case in point is one in Nebraska where \$35,000 loss resulted from the use of a 26-gallon tank a few feet above the engine, feeding by gravity into the carburetor. Constant jarring of the feed pipe caused it to break and started the fire. The excuse for the installation of this tank was that the oil was heavy and did not pump easily from the main supply tank buried in the ground outside the engine room.

EMPLOYEES should be educated to avoid personal injury by an intelligent understanding of the hazards surrounding their work. Experience is a great teacher, but the employee who has had the experience of getting his loose jacket caught on a set screw or an arm taken off while shifting a belt does not profit by experience. He is already minus an arm or has lost his life, as a result of the experience. Far better is it to post up bulletins on a regular bulletin board giving statistics on the accidents and deaths resulting from negligence, so that employees may profit by the experience of others. Persistent use of the up-to-date bulletins furnished by the mutual casualty companies will gradually inculcate the "Safety First" habit.

I HAVE TAKEN several grain papers, but find none to be as good as the Grain Dealers Journal.—C. M. Balou, mgr. March Farmers Elvtr. Co.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Weeds

A weed is a plant growing in the wrong place, and anything in the wrong place is a nuisance. Not only are weeds around a country elevator a nuisance, but they are fire spreaders as well. There are 500,000 loaves of bread in ten thousand bushels of wheat, and all of this bread might be destroyed by a few straggly weeds. Your responsibility is great.

Get out the scythe, and protect the bread basket.

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Western Managers
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Ind.

INDIANAPOLIS, IND.

BETTER CONSTRUCTION — MORE CARE — FEWER FIRES

INCORPORATED 1877

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E. H. Moreland, Secretary.

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\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

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